

# APPROVED

April 15, 2008

Michigan State  
Administrative Board

Lansing, Michigan

April 1, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, April 1, 2008, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson  
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor  
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General  
Tom Saxton, Deputy Treasurer, representing Robert J. Kleine, State Treasurer  
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State  
Jill Mullins, Manager, Construction Contracts Section, representing Kirk T. Steudle, Director, Department of Transportation  
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction  
Sherry Bond, Secretary

Others Present:

Marjorie Reh, Bureau of Lottery; Alan Lambert, Iris Lopez, Department of Attorney General; Janet Rouse, Department of Management and Budget; Mike Blackledge, Amy Meldrum, Department of Transportation; Joe Fielek, Janet Hunter-Moore, Department of Treasury; Jon Savage, Lewis & Munday; Chris Dembowski, Miller, Canfield

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 March 18, 2008, 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 Schedules:**

DEPARTMENT OF COMMUNITY HEALTH

Bureau of Epidemiology, Division of Environmental Health, 4/1/2008

Michigan Developmental Disabilities Council, 4/1/2008

MICHIGAN GAMING CONTROL BOARD, Executive Director, 4/1/2008

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

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

# APPROVED

April 1, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

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

A regular meeting of the **Building** Committee was held at **11:00 a.m.**  
on **March 25, 2008**. 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: Iris Lopez, Department of Attorney General; Maureen Bailey,  
Sherry Bond, James Burris, Elise Lancaster, Pat Mullen, Janet  
Rouse, Department of Management and Budget; Joel Wortley,  
Department of Military and Veterans Affairs; Kris Squibb,  
Department of Natural Resources; Joe Fielek, Janet Hunter-  
Moore, Department of Treasury; Chris Dembowski, Miller Canfield

---

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

March 25, 2008 / April 1, 2008  
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 Building Committee may revise this agenda and may take up other issues at the meeting.

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF TRANSPORTATION, KALKASKA – North Region Kalkaska Garage – HMA (Hot-Mixed Asphalt) and Aggregate Testing Lab  
File No. 591/07104.JAN – Index No. 60108  
Low Responsive Bidder: Ripman Construction Company, Inc., St. Helen;  
\$521,781.00

#### **Purpose/Business**

The purpose of this contract is to provide construction of a new North Region construction & testing laboratory. The existing bituminous lab is located in the furnace room of the main Kalkaska garage and is not large enough for safe activities, nor can new ventilation be installed to meet the basic hood requirements for laboratory air ventilation as recommended by the MDOT occupational safety advisor. This project will consolidate both the Kalkaska bituminous lab and the North Region aggregate lab, located in the Cadillac Transportation Service Center, into one location.

#### **Benefit**

The State will benefit by consolidating the laboratory spaces into one location and having a safe and functional work environment for the occupants when testing materials for conformance with specifications.

#### **Funding Source**

100% Agency Operating Funds

#### **Commitment Level**

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed and is within the total authorized project cost.

#### **Risk Assessment**

Failure to award this contract could result in possible loss of life and property from deficient equipment if fire were to occur during testing.

#### **Zip Code**

49646

## **MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS**

2. DEPARTMENT OF NATURAL RESOURCES, DETOUR - Detour State Harbor of Refuge – Repairs and Upgrades  
File No. 751/04081.RAA - Index No. 52230 – Contract No. Y04212  
That the contract for professional services with United Design Associates, Inc., Cheboygan, Michigan, be increased \$429,507.78 on a payroll basis times a multiplier of 2.7, plus reimbursables, to provide for architectural and engineering services for a boating facility repair and renovation at Detour State Harbor of Refuge, Detour, Michigan.

### **Purpose/Business Case**

The purpose of this modification is to follow the earlier harbor and dockage investigations and recommendations of the original contract with professional architectural and engineering services for repair and renovation of the docks and utilities. These tasks will include additional soundings, dredging and hydrographic survey work as well as the design of the boating facility repairs and are necessary to obtain competitive bidding documents for the construction work.

### **Benefit**

The State will benefit from this contract by having professionally prepared contract documents for the competitive construction bid, and contract administration services through construction. This contract modification will provide professional design services required to comply with current safety standards and code requirements for public boating facilities.

### **Funding**

100% Waterways Funds

### **Commitment**

The professional services contract modification will be an hourly contract paid on a payroll basis times a 2.7 multiplier plus authorized reimbursable expenses. The amount of the contract is within the authorized total project cost.

### **Risk Assessment**

Failure to approve this modification results in the State not obtaining bid documents for the required work which may result in design deficiencies, construction claims, and failure to mitigate existing public safety issues and deficiencies in the harbor infrastructure.

### **Zip Code**

49725

## **REVISIONS TO CONSTRUCTION CONTRACTS**

3. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – MDOT Warehouse – Upgrades  
File No. 071/06097.JAN – Index No. 53224  
Moore Trospen Construction Company, Holt; CCO No. 3, Incr. \$52,910.65

**Purpose/Business Case**

The purpose of this change order is to add freeze thermostats for 6 air handler units; relocate ceiling fans and control panels; remove empty PVC conduit in ceiling; revise the lighting layout and emergency lighting in various rooms; add exit and emergency night lighting at the mezzanine mechanical and electrical spaces; add an exterior light pole and base; add a fire alarm initiation device in vestibule; provide a visual alarm device and pull stations; provide temporary electric heaters; relocate fire sprinkler heads and lines; and provide additional miscellaneous wiring to mechanical equipment. These modifications and improvements are required to meet current building codes, are the result of problems discovered in the field during construction, or have been added to protect the building envelope.

**Benefit**

These changes are necessary to assure that the original intent of the project will increase energy efficiency and provide the building with a longer life expectancy.

**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 the contract is within the authorized total project cost.

**Risk Assessment**

Failure to approve this change order would result in non-conformance of the current building codes and will compromise the health, safety and environment of the occupants.

**Zip Code**

48909

**RENEWAL LEASE FOR PRIVATE PROPERTY**

4. DEPARTMENT OF STATE, SAULT STE MARIE - Renewal of Lease #10467 effective April 12, 2008, through April 30, 2018, with Lyle Andrew Peck, a Married Man, 2700 Davitt Street - Unit 1, Sault Ste. Marie, Michigan 49783, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 1,776 square feet of office space located at 2700 Davitt Street - Unit 2, Sault Ste. Marie, Michigan 49783. The annual per square foot rental rate for this space is \$13.58 (\$2,009.84 per month). This rate does not include gas and electricity utility charges, janitorial services and supplies, and replacement of tubes and bulbs. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$24.32 (\$3,600.00 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

This space is used as a branch office for the Department of State and continues to meet its needs.

**Benefit**

Renewal of this Lease allows the Department to remain at the current location and avoid relocations costs. The rental rate is within current market rate.

**Funding Source**

26% General Fund; 74% Restricted Funds

**Commitment Level**

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

**Risk Assessment**

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

**Zip Code**

49783

**RECOMMENDATION FOR CONTRACT CHANGE ORDER**

- 5. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #22 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan for the Department of Management and Budget, as Lessee. This CCO provides for dividing a 14<sup>th</sup> floor ceiling high office into two separate offices as requested by the Department of Management and Budget at a cost not-to-exceed \$6,511.30. The space is located at 3044 West Grand Blvd., City of Detroit, Wayne County, MI 48202.

**Purpose/Business Case**

The purpose of this CCO is to convert a single ceiling high office on the 14<sup>th</sup> floor of Cadillac Place into two separate offices.

**Benefit**

This CCO allows the Department to better utilize existing space.

**Source of Funds**

General Fund 100% - DMB Facilities Administration Operating Funds

**Commitment Level**

Present through January 4, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

**Risk Assessment**

Non-approval of this CCO will hinder the Department from providing office space to employees and utilizing existing space.

**Zip Code**

48202

**ADDENDUM TO LEASE FOR PRIVATE PROPERTY**

- 6. DEPARTMENT OF HISTORY ARTS AND LIBRARIES, LANSING – Addendum #1 to Lease #11145-2006, between John E. DeYoung, a married man, and Rose E. Cheney, Individuals, 610 Shoreline Drive, DeWitt, Michigan 48820, as Lessor, and the State of Michigan by the Department of Management and Budget for the

Department of History Arts and Libraries, as Lessee, for 199,381 square feet of warehouse space located at 3400 North Grand River, Lansing, Michigan 48906-2709. This lease involved 30,000 square feet of warehouse space and had a provision ("first right of refusal") under which the Lessor offered to lease the remainder of the building (169,381 square feet, which includes 6,120 square feet of space in another building on the same 10.5 acre property). Lease #11145-2006 was approved by the State Administrative Board on July 3, 2007, Item #9. This Addendum provides for: correcting the owners names; changing the Lease number; adding an additional 169,381 square feet for a revised total of 199,381 square feet and increasing the rental rate accordingly; changing the Lease term; adding to the property description of the Leased premises; changing the parking requirements; adding to and amortizing the additional costs for moving and shelving; adding the cost of utilities only if the space is occupied prior to the beginning date of the addendum; and adding an additional 90-days notice to the cancellation clause. The annual per square foot rental rate is \$8.58 (\$142,579.32 per month). This Addendum does include a mid-term rental rate increase of approximately 4% over each ten year period through September 30, 2038. This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This contains an Executive cancellation clause with 180-days notice. This Lease contains an Option to Purchase any time after possession. The Attorney General has approved this lease addendum as to legal form. Lease #11145 met the criteria requiring approval of the Joint Capital Outlay Subcommittee of the Legislature. The Subcommittee approved that Lease on June 7, 2007.

### **Purpose/Business Case**

In FY05 a project totaling \$25 million was obligated by the Federal Department of Defense specifically for the Department of Military and Veteran's Affairs (DMVA) to renovate existing state facilities which were part of a jurisdictional transfer of the North Lansing Complex for the purpose of consolidating its Lansing-based operations. The final phases of this consolidation plan require History Arts and Libraries (HAL) to vacate its existing space at the North Lansing Complex by September 30, 2008 in order for DMVA to use the HAL space at the North Lansing Complex. If DMVA is unable to consolidate its operations timely, it will lose the federal funds appropriated for the DMVA project. With this addendum, HAL will have sufficient space to locate its Records Center operation on the same property as its Museum and Artifacts collections. This square foot rate includes \$3 million for moving costs, shelving, and the necessary equipment for working with and storing approximately 360,000 boxes from the current facility and consolidation of records now stored in a second privately leased facility totaling approximately 375,000 boxes that must be retained for specific periods and must be accessible by all agencies when needed. The 2009 Capital Outlay provides for the purchase of this building.

### **Benefit**

The consolidation of the DMVA functions result in a secure, centralized location for better response to national and state emergencies. The collocation of the HAL Museum and Artifacts staff along with the HAL Records Center staff will benefit both by utilizing

office, common space and staff responsibilities to maintain records and museum collections.

**Funding Source**

100% General Fund

**Commitment Level**

Thirty years; however, this Lease contains an Executive cancellation clause with 180-days notice through December 31, 2011 and an Executive cancellation clause with 90 days notice through, September 30, 2038.

**Risk Assessment**

Non-approval of this Addendum will hinder the Records Center from vacating their space at the North Complex. This would result in loss of federal funds which DMVA will be forced to forfeit because of the time restrictions relative to the expenditure of up to \$4.3 million federal dollars. This funding is essential for their Lansing-based operations project that requires HAL vacate the existing Records Center by September 30, 2008. As a result HAL would lose their opportunity to consolidate their museum and records retention operation. The site the Records Center sits on was part of the jurisdictional transfer to DMVA in 2004.

**Zip Code**

48906-2709

-----

Mr. Saxton presented the Building Committee Report for the regular meeting of March 25, 2008. After review of the foregoing Building Committee Report, Mr. Saxton moved that the Report covering the regular meeting held March 25, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

# APPROVED

April 1, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

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

A regular meeting of the **Finance and Claims** Committee was held at **11:05 a.m.** on **March 25, 2008**. 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: Sherry Bond, James Burris, Elise Lancaster, Janet Rouse,  
Department of Management and Budget; Joel Wortley, Department  
of Military and Veterans Affairs; Kris Squibb, Department of  
Natural Resources; Joe Fielek, Janet Hunter-Moore, Department  
of Treasury; Chris Dembowski, Miller Canfield

---

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

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

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on April 1, 2008, Item 22(3), claim 07-SAB/DOC-057 of James Brown, was withdrawn by the Department of Management and Budget.***

**A G E N D A**

3/24/08 11:10 version

**FINANCE AND CLAIMS COMMITTEE**

March 25, 2008, 11:05 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

April 1, 2008, 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 COMMUNITY HEALTH

- 1) Ambulatory Infusion Care, Inc. \$ 270,000.00 Total  
Mt. Pleasant, MI **FY08-11** 100% State GF  
Three-year agreement to provide  
funding for pharmaceutical  
services for the Mt. Pleasant  
Center
  
- 2) Planned Parenthood of South \$ 60,994.00 Amendment  
Central MI \$ 1,848,244.00 New Total  
Kalamazoo, MI **FY08** 29% Federal Funds  
12% State Restricted Funds  
59% Local Funds  
Additional funds for one-year  
grant agreement to provide  
funding for family planning  
services
  
- 3) National Kidney Foundation \$ 57,500.00 Amendment  
Pittsfield Township, MI \$ 935,637.00 New Total  
**FY08** 85% State Restricted  
15% Federal Funds  
Additional funding for one-year  
grant agreement to provide for  
projects focusing on the  
prevention, early diagnosis,  
and effective management of  
diabetes

2. DEPARTMENT OF CORRECTIONS

- 1) Pennhurst Medical Group Corp. \$ 11,000,000.00 Total  
Middletown, PA **FY08-12** 100% General Fund  
Four-year, seven-month contract  
to provide health care services  
for prisoners
- 2) Apex Behavioral Health, PLLC \$ 200,000.00 Amendment  
Westland, MI \$ 877,734.40 New Total  
**FY08** 100% Restricted Fund  
Six-month extension and  
additional funding to provide  
substance abuse testing for  
parolees and probationers in  
Wayne County

3. DEPARTMENT OF EDUCATION

- 1) Brustein & Manasevit \$ 75,000.00 Total  
Washington, DC **FY08** 100% Federal Funds  
Three-year contract for legal  
services regarding the Detroit  
Public Schools January 2008  
Federal Audit Report

4. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Various Grantees \$ 2,767,264.44 Total  
(Listing on file) **AY08** 100% Federal Funds  
Four-year, five-month grants to  
implement structural and  
vegetative best management  
practices, to promote non-point  
source pollution education, and  
to develop approvable watershed  
management plans
- 2) Various Grantees \$ 731,665.80 Total  
(Listing on file) **AY05** 100% Restricted Funds  
Four-year, five-month grants to  
implement the structure and  
vegetative best management  
practices in DEQ-approved  
watershed management plans

4. DEPARTMENT OF ENVIRONMENTAL QUALITY continued

3) Charter Township of Redford \$ 95,000.00 Total  
Redford, Michigan **AY00** 100% Restricted Funds  
Four-year, five-month grant to  
identify and require the  
correction of illicit  
connections to storm sewers,  
consistent with a watershed  
management plan

5. DEPARTMENT OF HUMAN SERVICES

1) Holy Cross Children's NOT TO EXCEED  
Services \$ 308,000.00 Total  
Clinton, MI **FY08-10** 80% GF/GP  
20% Federal Funds  
Two-year, six-month, fifteen-  
day contract for Life Skill  
services

2) Jacqueline Jenerou \$ 87,915.20 Total  
Manistique, MI **FY08-10** 100% Federal Funds  
Two-year, six-month contract  
for Parent Aide services

3) Cassie Hartsell NOT TO EXCEED  
Cassopolis, MI \$ 130,080.00 Total  
**FY08-10** 100% Federal Funds  
Two-year, six-month contract  
for Life Skills/Prevention  
services

4) Various \$ 170,000.00 Amendment  
(Listing on file) \$ 2,016,743.00 New Total  
**FY08** 100% Federal Funds  
Carry-forward funds used to  
strengthen local opportunities  
for low-income individuals/  
families

5. DEPARTMENT OF HUMAN SERVICES continued

- 5) Various  
(Listing on file) NOT TO EXCEED  
\$ 342,985.00 Total  
**FY08** 60% State GF/GP  
40% Federal Funds  
Six-month contract for 0-3  
Secondary Prevention services
- 6) Alcona County Commissioners  
Harrisville, MI NOT TO EXCEED  
\$ 50,000.00 Total  
**FY08-10** 100% Federal Funds  
Two-year, six-month contract  
for Family/Youth Monitoring and  
Intensive Home Based services
- 7) LCFS  
Bay City, MI NOT TO EXCEED  
\$ 212,342.00 Total  
**FY08-10** 100% Federal Funds  
Two-year, 6-month contract for  
In Home Families Together  
Building Solutions services
- 8) Professional Counseling  
Center, P. C.  
Port Huron, MI \$ 32,500.00 Amendment  
\$ 130,000.00 New Total  
**FY08-09** 67% State GF/GP  
33% Federal Funds  
Additional funds to increase  
available In-home Family  
Prevention services
- 9) Various  
(Listing on file) NOT TO EXCEED  
\$ 3,500,000.00 Total  
**FY08-09** 100% Federal Funds  
One-year contract for  
weatherization services to low-  
income families
- 10) Janis Sahr  
Ossineke, MI NOT TO EXCEED  
\$ 46,500.00 Total  
**FY08-10** 100% Federal Funds  
Two-year, seven-month contract  
for Parent Aide services

5. DEPARTMENT OF HUMAN SERVICES continued

11) Prosecuting Attorney's Association of Michigan  
Lansing, MI

NOT TO EXCEED  
\$ 697,000.00 Total  
**FY08-11** 100% Federal Funds  
Three-year, two-month grant for  
Cross-Professional Child  
Welfare training

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1) Statewide Workforce Development Boards  
(Listing on file)

\$ 3,043,699.00 Amendment  
\$104,938,264.00 New Total  
**FY08** 47% Federal 53% GF/GP  
Additional formula funding will  
be provided to the Grantee's  
for the purpose of providing  
training assistance to Family  
Independence program  
participants, non-custodial  
parents and non-cash recipients  
in the Jobs, Education and  
Training (JET) program

2) Michigan Environmental Council  
Lansing, MI

\$ 95,950.00 Amendment  
\$ 287,850.00 New Total  
**FY08** 100% Federal Funds  
The Grantee will receive  
additional funding to provide  
representation/participation in  
the 2006/07/08 Power Supply  
Cost Recovery (PSCR) cases for  
Detroit Edison Company and  
Consumers Energy Company and  
reconciliation proceedings for  
each utility that governs  
2006/07/08

3) Don Hansen for Michigan Works Berrien Cass/  
Van Buren  
Benton Harbor, MI

\$ 340,000.00 Total  
**FY08** 100% Federal Funds  
The Grantee will receive  
special project funding for the  
purpose of operating a jobs for  
America's Graduate (JAG)  
program to work with at-risk,  
in-school youth

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

- 4) State Supported Community Colleges  
(Listing on file) \$ 0 Amendment  
\$ 389,065.00 New Total  
**FY08** 100% Federal Funds  
To add an additional Grantee and re-apportion the funding amounts to the Grantee's as originally approved by the Board at its 12/18/2007 meeting
- 5) Various Grantees  
(Listing on file) \$ 1,000,000.00 Total  
**FY08** 100% Federal Funds  
Formula funded grants to be allocated to the statewide workforce development boards for exemplary performance. Funds may be utilized by the Grantee's for any program authorized under WIA Title 1B

7. DEPARTMENT OF NATURAL RESOURCES

- 1) Various Marine Safety Grants  
(Listing on file) \$ 2,877,672.00 Total  
**FY08** 75% Restricted Funds  
25% Federal Funds  
Grants to sheriff departments for on-the-water patrol, enforcement, and providing instruction on boating safety
- 2) Mackinac County Sheriff Department  
St. Ignace, MI \$ 11,200.00 Amendment  
\$ 27,725.00 New Total  
**FY08** 100% State Restricted  
Additional grant funds for patrol and enforcement of laws on State designated snowmobile trails
- 3) Snowmobile Club amendments  
(Listing on file) \$ 175,127.00 Amendment  
\$ 630,633.00 New Total  
**FY08** 100% State Restricted  
Additional grant funds to local snowmobile clubs for additional trail grooming of State designated trails

7. DEPARTMENT OF NATURAL RESOURCES continued

- 4) Hiawatha Trails, Inc. 4 38,447.00 Amendment  
Marquette, MI \$ 221,998.00 New Total  
**FY08** 100% State Restricted  
Additional grant funds for the  
repair of grooming equipment  
and additional trail grooming  
on State-designated trails
- 5) Grand Marais Sno-Trails 41,635.00 Amendment  
Association \$ 130,540.00 New Total  
Grand Marais, MI **FY08** 100% State Restricted  
Additional grant funds for  
additional trail grooming of  
State-designated trails
- 6) Huron Pines Resource 80,000.00 Total  
Conservation and **FY08-09** 100% State Restricted  
Development Council  
Grayling, MI Grant for the enhancement of  
large woody debris along the Au  
Sable River for fish habitat  
and stream improvement

8. DEPARTMENT OF TREASURY

- 1) Theodore Karamanski 30,000.00 Amendment  
Chicago, IL \$ 75,750.00 New Total  
**FY08-09** 100% Restricted Funds  
Additional funds for a six-  
month option to the contract  
for expert witness services

**SECTION II. DMB CONTRACTS**

Requests approval of the following:

**NEW CONTRACTS**

9. DEPARTMENT OF COMMUNITY HEALTH

- 1) GROUP1 NOT TO EXCEED  
Lanham, MD \$ 42,028.00 (6 months)  
**FY08** 100% Federal Funds  
084R8200126 Maintenance  
Agreement for the Current  
Proprietary Doc 1 and Address  
Software for the CHAMPS  
application

9. DEPARTMENT OF COMMUNITY HEALTH continued

2) Lachat Instruments NOT TO EXCEED  
Milwaukee, WI \$ 40,545.00 (One-Time)  
**FY08** 100% General Funds  
391R8200289 Drinking Water  
Chemical Analysis Equipment

10. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) Thermo Fisher Scientific NOT TO EXCEED  
Billerica, MA \$ 45,690.00 (One-Time)  
**FY08** 100% Federal Funds  
761R8200120 X-ray Analyzer  
Machine

11. DEPARTMENT OF INFORMATION TECHNOLOGY

**Various RE:START Vendors**

**Short-term Staff Augmentation  
for Information Technology for  
various departments**

1) DataCore Systems \$ 99,000.00 (1yr 5mo 23dy)  
(Sirisha Palakurthi) **FY08** 75% Federal 25% GF  
(Vishal Rijwani) 071I8200069 To obtain 2  
Clinton Twp, MI Programmer/Analysts to assist  
the Department of Community  
Health with the creation of a  
web service application and  
associated Oracle Procedures to  
link eleven DCH applications  
with the new Medicaid Community  
Health Automated Medicaid  
Payment System (CHAMPS)  
application

2) E-Com, Inc. \$ 114,400.00 (1 year)  
(Vishal Kumar) **FY08** 75% Federal 25% General  
Garden City, MI 071I8200070 To obtain a  
Programmer/Analyst to assist  
the Department of Community  
Health's Medical Services  
Administration in implementing  
the Data Warehouse Reporting  
changes required for the new  
database designs

11. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 3) Ramssoft Systems \$ 114,400.00 (1 year)  
(Pradeep Akkireddy) **FY08** 75% Federal 25% General  
Southfield, MI 071I8200070 To obtain a  
temporary Programmer/Analyst to  
assist the Department of  
Community Health's Medical  
Services Administration in  
implementing the Data Warehouse  
Reporting changes required for  
the new database designs
- 4) Symbiosis International \$ 114,400.00 (1 year)  
(Ramakrishna Kambhampati) **FY08** 75% Federal 25% General  
Okemos, MI 071I8200070 To obtain a  
temporary Programmer/Analyst to  
assist the Department of  
Community Health's Medical  
Services Administration in  
implementing the Data Warehouse  
Reporting changes required for  
the new database designs

12. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Eide Bailly LLP \$ 750,000.00 (3 years)  
Fargo, ND **FY08-11 SPLIT AWARD**  
100% Restricted Funds  
071I8200049 To establish a  
Pre-Qualified Vendor Pool for  
Market Conduct Examinations of  
Insurance Companies
- Huff, Thomas & Company \$ 750,000.00 (3 years)  
Kansas City, MO **FY08-11 SPLIT AWARD**  
100% Restricted Funds  
071I8200049 To establish a  
Pre-Qualified Vendor Pool for  
Market Conduct Examinations of  
Insurance Companies

12. DEPARTMENT OF MANAGEMENT AND BUDGET continued

con't. 1) INS Regulatory Insurance Services, Inc. Philadelphia, PA	\$ 750,000.00 (3 years) <b>FY08-11 SPLIT AWARD</b> 100% Restricted Funds 071I8200049 To establish a Pre-Qualified Vendor Pool for Market Conduct Examinations of Insurance Companies
RSM McGladrey, Inc. Timonium, MD	\$ 750,000.00 (3 years) <b>FY08-11 SPLIT AWARD</b> 100% Restricted Funds 071I8200049 To establish a Pre-Qualified Vendor Pool for Market Conduct Examinations of Insurance Companies
2) ASD Specialty Healthcare Addison, TX	\$ 75,000.00 (1 yr, 6 wks) <b>FY08-09</b> Various Funding MMS28000 Annual contract to provide InFluenza Vaccine (GSK/IDB FluLaval, CSL Biotherapies Afluria, and MedImmune FluMist, Statewide

13. DEPARTMENT OF TRANSPORTATION

1) Vaisala, Inc. Louisville, CO	\$ 1,153,210.00 (3 years) <b>FY08-11</b> 90% Federal Funds 5% Restricted 5% Local Funds 591R7200055/071I7200238/ 071B8200107 Weather Briefing Systems
------------------------------------	--

**CONTRACT CHANGES**

14. DEPARTMENT OF AGRICULTURE

1) White Water Associates, Inc. Amasa, MI	\$ 35,150.00 Amendment \$ 65,430.00 New Total <b>FY08</b> 75% Federal 25% GF 071B7200276 Additional funding for a one-year option to the contract for Field Testing Services-Environmental (Gypsy Moth Trapping)
--	---

15. DEPARTMENT OF COMMUNITY HEALTH

1) Detroit Bio-Medical \$ 82,000.00 Amendment  
Laboratories, Inc. \$ 505,538.00 New Total  
Farmington Hills, MI **FY08-09** 100% General Funds  
071B4200244 Additional funding  
to provide Laboratory Services

16. DEPARTMENT OF EDUCATION

1) Food Creations, Inc. \$ 125,800.00 Amendment  
Bath, MI \$ 628,400.00 New Total  
**FY08-09** 100% Federal Funds  
071B5200135 Additional funding  
for a one-year option to the  
contract for Nutritional  
Analysis Services

17. DEPARTMENT OF INFORMATION TECHNOLOGY

1) FileNET Corporation \$ 77,611.95 Amendment  
Mesa, CA \$ 4,160,341.91 New Total  
**FY08** 84.5% GF/GP 15.5% Federal  
071B3001394 Additional funding  
for maintenance of the FileNET  
Software

18. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Identix Identification \$ 5,289,753.00 Amendment  
Services \$ 15,296,479.00 New Total  
Springfield, IL **FY08-09** Various Funding  
071B5200227 Additional funding  
for a nine-month extension of  
the contract for Fingerprint  
Scanning Services, Statewide

19. DEPARTMENT OF NATURAL RESOURCES

1) Superior Forestry Service \$ 781,650.00 Amendment  
Tilley, AR \$ 1,199,500.00 New Total  
**FY08-09** 100% Restricted Funds  
071B7200214 Additional funding  
for a one-year option to the  
contract for Lifting and  
Planting Seedlings

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

20. DEPARTMENT OF CIVIL RIGHTS

- 1) Henry Gordon \$442.00

The claimant (08-SAB-031) requests \$442.00 reimbursement for replacement of two tires stolen off his vehicle while on a work assignment at the NAACP. His insurance deductible is \$500 so this is for his out-of-pocket cost. The Department recommends approval of this claim.

21. DEPARTMENT OF COMMUNITY HEALTH

- 1) Eric Belk \$526.00

The claimant (07-SAB-163) requests \$526.00 reimbursement for non-sufficient funds due to alleged Department of Community Health error. The Department recommends denial of this claim.

- 2) Steven Habedank \$371.50

The claimant (08-SAB-030) requests \$371.50 reimbursement for his personal eyeglasses broken when assaulted by a client. The Department recommends approval of this claim.

22. DEPARTMENT OF CORRECTIONS

- 1) Gregory Bolden #239316 \$780.50

The Claimant (06-SAB/DOC-343) requests \$780.50 reimbursement for monies taken from his account for restitution related to medical expenses. The Department recommends denial of this claim because this issue is not addressed in OP-03.02.130A.

- 2) James Brown #485623 \$119.26

The Claimant (07-SAB/DOC-056) requests \$119.26 reimbursement for his footlocker, lock and store items stolen while under control of the Department. The Department recommends denial of this claim.

22. DEPARTMENT OF CORRECTIONS continued

- 3) James Brown #485623 \$112.32

The Claimant (07-SAB/DOC-057) requests \$112.32 reimbursement for TV, Earrings, earrings damaged while under control of the Department. The Department recommends denial of this claim.

- 4) Jonathan Burke #462020 \$ 20.99

The Claimant (07-SAB/DOC-090) requests \$20.99 reimbursement for his damaged tape and a can of tobacco taken by staff. The Department recommends denial of this claim.

- 5) Daniel Dillard #232029 \$206.99

The Claimant (06-SAB/DOC-334) requests \$206.99 reimbursement for numerous items lost while under control of the Department. The Department recommends denial of this claim.

- 6) Donald Davison #209352 \$150.00  
Kelly Evans-El

The Claimant (06-SAB/DOC-436) requests \$150.00 reimbursement for his jewelry lost while under control of the Department. The Department recommends denial of this claim.

- 7) Demont Ellis #226997 \$180.00

The Claimant (06-SAB/DOC-374) requests \$180.00 reimbursement for his gold chain and cross. The Department recommends approval of \$50.00 for this claim.

- 8) Daniel Finch #280109 \$ 84.00

The Claimant (07-SAB/DOC-144) requests \$84.00 reimbursement for his footlocker damaged during transfer. The Department recommends denial of this claim.

- 9) Jeffrey Fowler #324653 \$ 95.00

The Claimant (06-SAB/DOC-409) requests \$95.00 reimbursement for his TV damaged when transferred. The Department recommends approval of \$57.00 for this claim.

22. DEPARTMENT OF CORRECTIONS continued

10) Turonald Frazier #239868 \$103.99

The Claimant (07-SAB/DOC-049) requests \$103.99 reimbursement for his TV, tape player and headphones destroyed by his bunkie. The Department recommends denial of this claim.

11) Eugene Haight #108220 \$ 76.54

The Claimant (06-SAB/DOC-420) requests \$76.54 reimbursement for his damaged footlocker, padlock, headphones, radio and toiletries. The Department recommends denial of this claim.

12) William Hill #237436 \$ 17.99

The Claimant (07-SAB/DOC-010) requests \$17.99 reimbursement for his headphones lost while under control of the Department. The Department recommends approval of \$ 15.99 for this claim.

13) Michael Hunt #213687 \$ 21.50

The Claimant (07-SAB/DOC-118) requests \$21.50 reimbursement for his headphones damage while under control of the Department. The Department recommends approval of \$9.76 for this claim.

14) Gregory Innes #523892 \$ 16.75

The Claimant (07-SAB/DOC- 92) requests \$16.75 reimbursement for his radio/tape player broken by staff. The Department recommends approval of \$11.75 for this claim.

15) Robert Kein #247055 \$ 38.85

The Claimant (07-SAB/DOC-142) requests \$38.85 reimbursement for his radio/tape player lost while under control of the Department. The Department recommends approval of \$23.92 for this claim.

16) Ryan Kierzek #575964 \$ 81.99

The Claimant (06-SAB/DOC-243) requests \$81.99 reimbursement for his TV lost during transfer. The Department recommends denial of this claim.

22. DEPARTMENT OF CORRECTIONS continued

17) Pierre Lassetti #275111 \$ 55.55

The Claimant (06-SAB/DOC-403) requests \$55.55 reimbursement for hobby craft markers, gloves, dominoes and store goods missing while under control of the Department. The Department recommends denial of this claim.

18) Janise Leonard #262434 \$932.00

The Claimant (06-SAB/DOC-004) requests \$932.00 reimbursement for numerous items lost while under control of the Department. The Department recommends denial of this claim.

19) Irvin Lewis #190999 \$ 50.56

The Claimant (06-SAB/DOC-428) requests \$50.56 reimbursement for numerous store items lost while under control of the Department. The Department recommends denial of this claim.

20) Irvin Lewis #190999 \$ 47.29

The Claimant (07-SAB/DOC-031) requests \$47.29 reimbursement for numerous store items lost while under control of the Department. The Department recommends denial of this claim.

21) Chris Lukity #238716 \$421.04 **AMENDED**

The Claimant (06-SAB/DOC-368) requests \$421.04 reimbursement for numerous items lost while under control of the Department. This claim was originally approved for \$224.73 by the State Administrative Board on 2/19/08. The Department of Corrections discovered he previously received a refund of \$16.50; therefore, the Department now recommends an amended approval amount of \$208.23 for this claim.

22) David Middleton #160721 \$150.98

The Claimant (07-SAB/DOC-321) requests \$150.98 reimbursement for his tape player, necklace, gloves, calculator, and 7 tapes. The Department recommends approval of \$54.49 for this claim.

22. DEPARTMENT OF CORRECTIONS continued

23) David Middleton #160721 \$694.21

The Claimant (06-SAB/DOC-432) requests \$694.21 reimbursement for numerous items of personal property. The Department recommends approval of \$55.99 for this claim.

23. DEPARTMENT OF STATE

1) Jerry Kephart \$507.00

The claimant (08-SAB-017) requests \$507.00 reimbursement for towing and impound charges due to an alleged Secretary of State error. The Department recommends denial of this claim.

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

**SECTION VII. APPROVAL OF SPECIAL ITEMS**

24. DEPARTMENT OF CORRECTIONS

Reporting employee claims against the State of Michigan for Personal Losses less than \$500.00 that have been delegated to the Department per State Administrative Guide procedure 0620.02 in the month of January, 2008.

Claim # 08-DOC-09 07-SAB-168  
Claimant's Name Ronald Verthein  
For: watch  
Amount of Claim: \$31.50  
Action: Approved for 100% - purchased 8/2007  
Paid: \$31.50

Claim # 08-DOC-12 08-SAB-008  
Claimant's Name Rey Patino  
For: coat  
Amount of Claim: \$159.00  
Action: Approved for 100% - purchased 10/2007  
Paid: \$159.00

Claim # 08-DOC-10 08-SAB-006  
Claimant's Name Ritchie Nelson  
For: watch  
Amount of Claim: \$30.17  
Action: Approved for 100% - purchased 12/2007  
Paid: \$30.17

25. DEPARTMENT OF TREASURY

Requests approval of a resolution entitled, "State Administrative Board Resolution Authorizing the Issuance of (not to exceed \$550,000,000.00 in ) State of Michigan General Obligation Bonds (Environmental Program and Refunding), Series 2008A (Tax Exempt) and State of Michigan General Obligation Bonds (Environmental Program and Refunding), Series 2008B (Federally Taxable)."

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

3/20/08 10:00 ver.

**FINANCE AND CLAIMS COMMITTEE**

March 25, 2008, 11:05 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

April 1, 2008, 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**

**SECTION II. DMB CONTRACTS**

Requests approval of the following:

**NEW CONTRACTS**

1s. DEPARTMENT OF INFORMATION TECHNOLOGY

Messageway Solutions, Inc. Livonia, MI	\$ 791,119.00 (3 years) <b>FY08-09</b> 100% Revolving Funds 071I8200033 Data Exchange Gateway Services for the State's Hosting Centers
---	--

**CONTRACT CHANGES**

2s. DEPARTMENT OF EDUCATION

Harcourt Educational Measurement San Antonio, TX	\$ 8,700,000.00 Amendment \$ 23,815,729.00 New Total <b>FY09-10</b> 100% Federal Funds 071B5200309 Additional funds for two, one-year options to the contract for MEAP Item Development
--	---

3s. DEPARTMENT OF ENVIRONMENTAL QUALITY

Retired Engineer Technical	\$ 155,000.00	Amendment
Assistance Foundation	\$ 2,030,265.74	New Total
Livonia, MI	<b>FY09</b>	100% Restricted Funds
	071B5200348	Additional funds
		for a one-year option to the
		contract for the Retired
		Engineer Technical Assistance
		Program Services

4s. DEPARTMENT OF MANAGEMENT AND BUDGET

Constellation New Energy	\$ 40,000,000.00	Amendment
Gas Division	\$ 80,000,000.00	New Total
Fort Gratiot, MI	<b>FY08</b>	100% Various Funds
	071B7200002	Additional funds
		for a one-year option to the
		contract for Natural Gas,
		Statewide

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.

# APPROVED

April 1, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

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

A special meeting of the **Finance and Claims** Committee was held at  
**10:55 a.m.** on **April 1, 2008**. Those present being:

Chairperson: Tom Saxton, representing Approved \_\_\_\_\_  
State Treasurer Kleine

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

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

Others: Marjorie Reh, Bureau of Lottery; Patrick F. Isom, Alan Lambert,  
Department of Attorney General; Carol Wolenberg, Department of  
Education; Sherry Bond, Janet Rouse, Department of Management  
and Budget; Joseph Pavona, Department of State; Mike  
Blackledge, Amy Meldrum, Jill Mullins, Department of  
Transportation; Joe Fielek, Janet Hunter-Moore, Department of  
Treasury; Walt Herzig, Lt. Governor's Office; Jon Savage, Lewis  
& Munday; Chris Dembowski, Miller, Canfield

---

The Finance and Claims Committee special agenda was presented.

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

Mr. Keenan moved that the meeting be adjourned. The motion was supported  
by Ms. Lopez and unanimously adopted. Mr. Saxton adjourned the meeting.

**S P E C I A L  
A G E N D A**

3/28/08 1:00 ver.

**FINANCE AND CLAIMS COMMITTEE**

April 1, 2008, 10:55 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

April 1, 2008, 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. BUREAU OF LOTTERY

GTECH Corporation  
Providence, RI

\$285,000,000.00 Total  
**FY09-15** 100% Restricted Funds  
Lottery Gaming System,  
Equipment, Services, and  
Supplies

**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.

-----

Mr. Saxton presented the Finance and Claims Committee Reports for the regular meeting of March 25, 2008, and the special meeting of April 1, 2008. After review of the foregoing Finance and Claims Committee Reports, Mr. Saxton moved that the Reports covering the regular meeting held March 25, 2008, with Item 22(3) of the regular agenda withdrawn at the State Administrative Board meeting on April 1, 2008, and the special meeting held April 1, 2008, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

# APPROVED

April 1, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

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

A regular meeting of the Transportation and Natural Resources  
Committee was held at 3:30 p.m. on March 26, 2008. Those present  
being:

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

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

Member: Jim 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, Katherine Hulley, Amy Meldrum, Wayne  
Roe, Jr., Patrick Scarlett, Bill Stonebrook, Karen Watson, Larry  
Whiteside, Department of Transportation

---

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. Liedel, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular, supplemental, and second  
supplemental agendas were presented.

A retroactive letter was received from the Director of the Department  
of Transportation, Kirk T. Steudle, regarding Item 5 of the regular  
agenda.

Following discussion, Mr. Shell moved that the Transportation regular,  
supplemental, and second supplemental agendas be recommended to the  
State Administrative Board for approval with the following:

Item 4 of the regular agenda contingent upon approval by the  
Office of Commission Audit;

Transportation and Natural Resources Report

March 26, 2008

Page 2

Items 11 through 54, 66 through 69, 73 through 76, 79, 92 through 95, 97, 101, 102, 103, 105, 107, 109, 110 of the regular agenda, and Item 1 of the supplemental agenda contingent upon approval at the March 27, 2008 State Transportation Commission meeting;

Item 92 of the regular agenda tabled;

Item 108 of the regular agenda contingent upon receipt of additional information.

Supported by Mr. Liedel, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

***At the State Administrative Board meeting on April 1, 2008, Items 95, 108, and 109 of the regular agenda were withdrawn by the Department of Transportation.***

A G E N D A

**NATURAL RESOURCES ITEMS FOR**

**TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources - March 26, 2008 - 3:30 P.M.  
State Administrative Board Meeting - April 1, 2008 - 11:00 A.M.

.....

**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

**ONE DIRECT OIL and GAS LEASE - NONDEVELOPMENT:** CMS Gas Transmission Company, of Jackson, Michigan, Department of Natural Resources state-owned minerals, 40.00 acres, more or less, Section 12, T27N, R08W, Kalkaska Township, Kalkaska County.

Terms: Three-year term, two one-year extension options, 3/16 royalty, \$2,000.00 bonus consideration (\$50.00 per acre), and \$2.00 per acre annual rental.

**ONE DIRECT OIL and GAS LEASE - NONDEVELOPMENT:** Jordan Development Company, L.L.C., of Traverse City, Michigan, Department of Natural Resources state-owned minerals, 4.00 acres, more or less, Section 24, T30N, R05W, Star Township, Antrim County.

Terms: One-year term, no extensions, 3/16 royalty, \$52.00 bonus consideration (\$13.00 per acre), and \$2.00 per acre annual rental.

**ONE DIRECT OIL and GAS LEASE - NONDEVELOPMENT:** Dennis R. Schmude, d/b/a Schmude Oil, of Traverse City, Michigan, Department of Natural Resources state-owned minerals, 14.33 acres, more or less, Section 34, T25N, R13W, Colfax Township, Benzie County.

Terms: One-year term, no extensions, 3/16 royalty, \$12,000.00 bonus consideration (\$200.00 per lot), and \$2.00 per acre annual rental.

The Chief of Forest, Mineral and Fire Management approved these items on March 7, 2008. 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: March 26, 2008– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: April 1, 2008 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

---

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

### CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Excess Property Easement)  
Tract 1178, Control Section 68000, Parcel 1, Part B

The subject tract is located in the city of Mio, Oscoda County, Michigan, and contains approximately 11,563 square feet. MDOT has requested that Consumers Energy provide the Mio Maintenance Garage facility with electrical service. Consumers Energy agreed to provide the new service and construct the required poles, lines, transformer, and meter, provided that MDOT provide an easement to Consumers Energy to construct and maintain said electrical equipment. MDOT has requested this service and has agreed to grant an easement to Consumers Energy for construction and maintenance of the above described facility for mutual benefit. The transaction has been approved for mutual benefit by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Real Estate Division, on February 25, 2008. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** Failure to approve this mutual benefits transaction will result in an unnecessary financial expenditure by MDOT for the installation of utilities for the newly constructed MDOT facility.

**Purpose/Business Case:** The purpose of granting an easement on excess property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of its infrastructure.

**Benefit:** MDOT benefits by allowing the use of a portion of its excess property without affecting the functionality of our infrastructure.

**Funding Source:** N/A – no cost, mutual benefit transaction.

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

**Risk Assessment:** Easements are utilized in situations in which MDOT would like to retain fee ownership, while addressing a specific real estate need.

**Cost Reduction:** N/A.

**Selection:** N/A.  
**New Project Identification:** N/A.  
**Zip Code:** 48647.

2. HIGHWAYS (Real Estate) – Resolution “B” (Excess Property Easement)  
Tract 1177, Control Section 83033, Parcel 432, Part C

The subject tract is located in the township of Clam Lake, Wexler County, Michigan, and contains approximately 11,240 square feet. MDOT has requested that Consumers Energy provide the new Cadillac Transportation Service Center facility with electrical service. Consumers Energy agreed to provide the new service and construct the required poles, lines, transformer, and meter, provided that MDOT provide an easement to Consumers Energy to construct and maintain said electrical equipment. MDOT has requested this service and has agreed to grant an easement to Consumers Energy for construction and maintenance of the above described facility for mutual benefit. The transaction has been approved for mutual benefit by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Real Estate Division, on January 22, 2008. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** Failure to approve this mutual benefits transaction will result in an unnecessary financial expenditure by MDOT for the installation of utilities for the newly constructed MDOT facility.

**Purpose/Business Case:** The purpose of granting an easement on excess property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of its infrastructure.

**Benefit:** MDOT benefits by allowing the use of a portion of its excess property without affecting the functionality of its infrastructure.

**Funding Source:** N/A – no cost, mutual benefit transaction.

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

**Risk Assessment:** Easements are utilized in situations in which MDOT would like to retain fee ownership, while addressing a specific real estate need.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 49601.

3. HIGHWAYS (Real Estate) – Resolution “C” (Railroad Sale)  
Sale RR-035-F, Item 1, Control Section 195201, Parcels 16A, 18A

The subject tract is located in the township of Ovid and the city of Ovid, Clinton County, Michigan, and contains approximately 1.60 acres. The tract is a portion of abandoned railroad right-of-way that is no longer required for rail purposes. The tract was appraised by Ronald Adams, Property Analyst, Program and Property Management Services Unit, on September 14, 2007, at \$13,920. The appraised property was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Service Unit, Project Development Section, Real Estate Division, on September 20, 2007, at the amount of \$13,920. The tract was not offered to the local municipality because the purchaser has a leasehold interest in the property, which by law gives the purchaser a right of first refusal to purchase the property. The purchaser, the Michigan Milk Producers Association, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$2,784, which represents a 20 percent bid deposit. The tract was determined to be excess by the Bureau of Multi-Modal Transportation Services.

**Criticality:** This is a revenue-generating sale. Failure to approve this transaction would result in lost revenue to the state.

**Purpose/Business Case:** The purpose of railroad sales is to dispose of state-owned property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

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

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48866.

4. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program  
Authorization (Z7) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for MFF to continue to assist MDOT in the administration of the federal Safe Routes to School (SR2S) Program in fiscal years 2008 and 2009 by delivering the non-infrastructure grants to schools. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$500,000. The contract term is March 1, 2006, through September 30, 2009. Source of Funds: 100% Federal SR2S Program Funds.

**Criticality:** Completion of the work in this authorization is critical to MDOT's ability to administer federal SR2S funding. The work is essential to the ability of the program to assist schools in utilizing the 100 percent federal funding that has been awarded to them for implementing non-infrastructure components of their SR2S funding awards.

**Purpose/Business Case:** Authorization (Z7) will provide for the administration of the non-infrastructure components of SR2S funding awarded to schools that have completed the Handbook Planning Process and submitted Funding Applications based on their Action Plans.

**Benefit:** MFF will be able to effectively organize and deliver this component of the federal SR2S program for MDOT. The SR2S Program enhances the safety of children walking and bicycling to their schools.

**Funding Source:** 100% Federal SR2S Program Funds. The federal funds are earmarked for this program.

**Commitment Level:** The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

**Risk Assessment:** Without this authorization, MFF would be unable to complete the next phase of the work program, which would affect the entire SR2S program in Michigan. That could result in MDOT being unable to administer the federal funding program as planned.

**Cost Reduction:** N/A.

**Selection:** N/A for this authorization; best source for original IDS contract.

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

**Zip Code:** 48909.

5. \*HIGHWAYS - Time Extension

**Retroactive** Amendatory Contract (2005-0208/A3) between MDOT and HNTB Michigan, Inc., will extend the contract term by three years (91 days retroactive) to provide sufficient time for the consultant to complete the services. The original contract, which expired on December 31, 2007, provided for system manager services to be performed for an Intelligent Transportation System (ITS) upgrade project on multiple corridors in Wayne, Oakland, and Macomb Counties. The contract needs to be extended to coincide with a related ITS integration contract for the same corridors. The revised contract term will be May 20, 2005, through December 31, 2010. The contract amount remains unchanged at \$2,089,806. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

The contract amendment is retroactive because the MDOT project manager did not realize that the expiration date of this contract was not the same as the expiration date of a related contract.

**Criticality:** It is critical that this time extension be approved to allow the services to be completed. The original contract expired on December 31, 2007. The services must be under an active contract for federal reimbursement. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To extend the contract term by three years to provide sufficient time for the consultant to complete the services.

**Benefit:** Will allow completion of system manager oversight services to ensure project coordination, specification approval, and functionality.

**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 installation will not be activated, the project will be delayed, and additional costs will be incurred due to lack of coordination and oversight.

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

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

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

**Zip Code:** 48075.

6. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R1) under Contract (2006-0470) between MDOT and Mansell Associates, Inc., will provide for the deletion of design services and the performance of replacement design services with no increase to the authorization amount. The replacement services are needed for the redesign of traffic signal plans and specifications to accommodate box span installation and detail grading for an American with Disabilities Act (ADA) sidewalk ramp replacement. The deletion of services decreases the interconnect design and signal modernization from the original number of 41 to 26. The original authorization provides for the performance of traffic signal modernization and interconnect design services for 41 signalized intersections on M-3, M-1, I-75, M-85, and I-375 in Wayne County, Metro Region (CSs 82132, 82072, and 82131 - JN 88082C). The contract term remains unchanged, July 18, 2006, through July 17, 2009. The authorization amount remains unchanged at \$247,285.80. Source of Funds: 100 % Federal Highway Administration Funds.

**Criticality:** The mandated changes will require the redesign of traffic signal plans and specifications in order to accommodate the box span installation and detail grading for ADA sidewalk ramp replacement. In order to meet the plan completion date and the scheduled letting for this project, immediate commencement is crucial. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** This authorization revision consists of all work related to the development and design of final plans. The replacement services are needed for the traffic signal design in order to accommodate the box span installation and detail grading for ADA sidewalk ramp replacement.

**Benefit:** After this project was awarded, MDOT was mandated to comply with ADA sidewalk ramp standards. This authorization will facilitate the mandate to upgrade all sidewalk ramps to comply with ADA standards.

**Funding Source:** 100% Federal Highway Administrative 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, safety problems could result. This revision contains necessary safety upgrades to sidewalk ramps and traffic signals.

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

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

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

**Zip Code:** 48075.

7. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2006-0545) between MDOT and Coleman Engineering Company will provide for the recovery of existing geodetic control monuments and the installation of new geodetic control monuments along routes in the lower peninsula (Bay, North, Grand, Southwest, and University Regions) (CS various - JN 102103). The work items include differential leveling, coordination of underground utilities, and traffic control. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$435,000. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The monuments can only be installed during the springtime to allow for settling. MDOT will lose federal funds if the project is not completed this fiscal year. 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 recovery of existing geodetic control monuments and the installation of new geodetic control monuments along routes in the lower peninsula (Bay, North, Grand, Southwest, and University Regions). This is the second phase of a multi-phase long-term project and a continuation of the Michigan Height Modernization Program. Differential leveling is one of the most expensive and labor intensive parts of surveying a highway job. Without proper leveling, the job cannot be constructed properly, and costs overruns are likely due to poor mapping results. Setting the marks within the corridors of significance will allow MDOT to observe the marks and position them relative to the National Spatial Reference System.

**Benefit:** This project will improve vertical accuracy, improve project control benchmarks, and make the use of automated machine grading possible.

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

**Commitment Level:** The unit price is fixed; however, the number of units for this work has been estimated.

**Risk Assessment:** If the services are not performed, MDOT will continue to bear the high costs of bringing benchmarks to projects and will have to continue to use grade stakes on projects. Machine automation will not be possible, and federal matching funds may be lost.

**Cost Reduction:** This project is low bid.

**Selection:** Qualifications-based/low-bid.

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

**Zip Code:** 48909.

8. \*HIGHWAYS - Increase Services and Amount

Amendatory Contract (2007-0538/A2) between MDOT and the University of Detroit Mercy (UDM) will provide for the continuation of ongoing research services and the performance of three new projects and will add second year funding in the amount of \$248,434. The original contract provides for the development of cost-effective methods of maximizing the current transportation infrastructure, for the development of improved supply chain management through improved inter-modal connectivity, and for the development of affordable alternative sources of energy for vehicles and methods of fuel distribution. UDM oversees the research program with the assistance of the Michigan-Ohio Transportation University Center (MIOH). MIOH is comprised of five universities from Michigan and Ohio and was created to conduct transportation research for the benefit of Michigan, Ohio, and surrounding states. The contract term remains unchanged, May 1, 2007, through September 30, 2009. The revised contract amount will be \$498,434. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This amendment provides the funding necessary for projects that are critical to advancing the state of alternative fuel research and transportation efficiency in Michigan. The projects will continue to advance the use and effectiveness of bio-fuels. Also advancements in congestion mitigation are being researched to make the most of our existing transportation network.

**Purpose/Business Case:** To provide second year funding of the three year contract for the performance of research services to benefit MDOT, other Michigan transportation agencies, and Michigan shippers and manufacturers. The year two projects selected will continue to advance the use and effectiveness of bio-fuels. The preliminary strategic plan outlines a process for soliciting proposals in order to provide research and educational grants in three areas: alternative fuels, transportation system efficiency and utilization, and supply chain management.

**Benefit:** Will provide for technological and educational advancement in the areas of alternative fuels, supply chain management, and transportation system efficiency. The research is expected to lead to reduced logistical costs for a number of Michigan shippers and manufacturers, which could increase productivity and income for the state. Additionally, MDOT anticipates that the research findings will expand the market for alternative fuels produced in Michigan.

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

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

**Risk Assessment:** Failure to approve this contract could result in the loss of funding from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the possible forfeiture of cost savings from the research findings.

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

**Selection:** N/A (SAFETEA-LU earmark).

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

**Zip Code:** 48221.

9. HIGHWAYS - Engineering Services

Contract Amendment (2007-0646/A1) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional as-needed design services during construction and will increase the contract amount by \$731,279.94. The additional work includes design services during construction for a temporary parking lot; a temporary two-lane configuration along northbound I-75 to the Clark Street ramp; the I-94 accident investigation site, including signing details along the project detour route; and a Park & Ride lot. The original contract provides for the performance of as-needed design services during construction for I-75 and I-96 from West Grand Boulevard to the Consolidated Rail Corporation overpass (Ambassador Bridge/Gateway Project), including the Bagley Avenue cable stay pedestrian bridge in Wayne County (CSs various - JN 37795A). The contract term remains unchanged, July 19, 2007, through December 31, 2010. The revised contract amount will be \$2,043,697.09. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** It is critical that this amendment be approved at this time to allow the continuation of the as-needed design services during construction. If this amendment is not approved, the complicated and lengthy construction schedule for the Ambassador Bridge/Gateway Project that includes a direct connection between the Ambassador Bridge and I-75/I-96 and the reconstruction of those freeways, could be jeopardized. The Ambassador Bridge plaza expansion projects funded by the U.S. General Services Administration and by the Detroit International Bridge Company could also be delayed.

**Purpose/Business Case:** To provide for the continuation of timely design assistance services during construction to resolve any issues that may arise during construction. Due to the complexity of this project, the Detroit Transportation Service Center has been utilizing the consultant's services more than anticipated. In addition, the contractor has issued more requests for information than originally anticipated; the complex steel erection submittals have been more elaborate; more shop drawing reviews have been necessary due to re-submittals; and greater involvement in stakeholder meetings and presentations has been requested.

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

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48075.

10. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for the performance of full construction engineering services for US-127 from White Road north to Loomis Road, Jackson County (CS 38111 - JN 88487A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 30, 2010. The authorization amount will be \$182,274.14. The contract term is October 1, 2007, through September 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** Proper construction engineering oversight is critical in order to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. This project is scheduled to begin in Spring 2008. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of full construction engineering services on US-127 from White Road north to Loomis Road, Jackson County.

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

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

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49201.

11.-54. HIGHWAYS – Local Jobs Today Program Loans

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

\* Denotes a non-standard contract/amendment

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
11.	2007-7588	83284	Marquette CRC	Double chip seal work along County Road 550 from the north city limits of Marquette northerly approximately 2.6 miles	\$ 101,100
12.	2008-8039	101032	City of Grand Rapids	Reconstruction work along Lyon Street from Division Avenue to Lafayette Avenue	\$ 944,694
13.	2008-8040	101466	City of Grand Rapids	Reconstruction work along Lake Drive from Fulton Street to Abney Avenue	\$ 372,760
14.	2008-8041	102612	City of Grand Rapids	Reconstruction work along Division Avenue from Cottage Grove Street to Home Street	\$ 830,500
15.	2008-8046	100978	Baraga CRC	Hot mix asphalt paving work along Bayshore Drive from Haanpaa Road to Whirlgig Road	\$ 208,800
16.	2008-8049	89587	Village of Holly	Reconstruction work along East Street from Maple Street to Elm Street	\$ 349,545
17.	2008-8050	89543	City of Albion	Reconstruction work along North Clinton Street from Michigan Avenue to Austin Avenue	\$ 324,800
18.	2008-8051	90013	Clinton CRC	Hot mix asphalt paving work along Wright Road from Price Road southerly approximately 0.5 miles	\$ 560,000
19.	2008-8054	90031	Village of Grass Lake	Hot mix asphalt paving work along West Michigan Avenue from the east village limits of Grass Lake to the west village limits of Grass Lake	\$ 709,600
20.	2008-8057	89586	City of Hillsdale	Hot mix asphalt paving work along East Bacon Street from St. Joseph Street to the east city limits of Hillsdale	\$ 374,400
21.	2008-8058	100168	Clinton CRC	Hot mix asphalt paving work along State Road from DeWitt Road to the Highway US-127 business route	\$ 203,700
22.	2008-8061	89549	City of Gaylord	Hot mix asphalt paving work along North Center Avenue from Main Street to McLouth Road	\$ 375,000

\* Denotes a non-standard contract/amendment

23.	2008-8062	35451	Sanilac CRC	Hot mix asphalt resurfacing work along Marlette Road from the east city limits of Marlette to Germania Road	\$ 168,000
24.	2008-8063	82882	Sanilac CRC	Hot mix asphalt paving work along Bay City Forestville Road from Hoadley Road to Highway M-19	\$1,068,200
25.	2008-8066	90138	Muskegon CRC	Hot mix asphalt resurfacing work along Maple Island Road from Highway M-46 to Messenger Road	\$ 492,700
26.	2008-8068	102083	Monroe CRC	Hot mix asphalt resurfacing work along Sumpter Road from Colf Road to Oakville Waltz Road	\$ 695,000
27.	2008-8069	89583	City of Hastings	Hot mix asphalt paving work along Clinton Street from Michigan Avenue to Highway M-37	\$ 45,987
28.	2008-8069	89585	City of Hastings	Sidewalk, curb and gutter, driveway approach, and machine grading work along West State Street, Cook Road, North Broadway Street, Market Street, and Clinton Street within the city limits of Hastings	\$ 329,012
29.	2008-8072	35288	Village of Wolverine	Rehabilitation work along Trowbridge Road from the south village limits to the north village limits	\$ 140,800
30.	2008-8073	58063	Antrim CRC	Single chip seal work along Alba Highway (C-42) from Highway US-131 to approximately 0.25 miles north of Tunnel Road	\$ 200,300
31.	2008-8074	78918	Cheboygan CRC	Rehabilitation work along Old Highway US-27 from the south county line to the south village limits of Wolverine	\$1,176,900
32.	2008-8075	39445	City of Frankenmuth	Hot mix asphalt resurfacing work along East Genesee Street from Highway M-83 (Main Street) to approximately 695 feet east of Harvest Lane	\$ 512,800

\* Denotes a non-standard contract/amendment

33.	2008-8076	102249	City of Grand Rapids	Reconstruction work along Division Avenue from Home Street to Highland Street	\$ 672,760
34.	2008-8077	75515	Monroe CRC	Hot mix asphalt resurfacing work along Oakville Waltz Road from Rawsonville Road to Exeter Road	\$ 705,600
35.	2008-8078	102737	Monroe CRC	Hot mix asphalt paving work along Secor Road from Sterns Road to Summerfield Road, along Summerfield Road from Secor Road to Douglas Road, and along Sterns Road from Summerfield Road to Douglas Road	\$1,362,000
36.	2008-8080	90150	Ottawa CRC	Hot mix asphalt resurfacing work along 8 <sup>th</sup> Avenue from Hayes Street to Wilson Street	\$ 480,200
37.	2008-8080	90152	Ottawa CRC	Hot mix asphalt resurfacing work along Wilson Street from 56 <sup>th</sup> Avenue to 40 <sup>th</sup> Avenue	\$ 192,000
38.	2008-8081	54623	Tuscola CRC	Hot mix asphalt resurfacing work along Hurds Corner Road from Highway M-46 to East Dayton Road	\$ 181,100
39.	2008-8082	102271	City of Swartz Creek	Hot mix asphalt resurfacing work along Elms Road from Highway I-69 to the north city limits	\$ 465,000
40.	2008-8083	102311	City of St. Clair Shores	Reconstruction work along Martin Road from Rockwood Avenue to Jefferson Avenue	\$1,792,200
41.	2008-8084	87203	City of Pinconning	Reconstruction work along West Fifth Street from the west city limits to Highway M-13	\$ 223,500
42.	2008-8085	76869	Cheboygan CRC	Rehabilitation work along South Extension Road from Mullett-Burt Road to Riggsville Road	\$ 950,300
43.	2008-8086	89571	City of Greenville	Reconstruction work along Grove Street from Clay Street to Court Street, along Oak Street from Nelson Street to David Drive, and along South Street from Baldwin Street to Macomber Street	\$ 340,800

\* Denotes a non-standard contract/amendment

44.	2008-8087	102199	Kent CRC	Hot mix asphalt resurfacing work along Spaulding Avenue from Cascade Road to Fulton Street	\$ 535,150
45.	2008-8087	102201	Kent CRC	Reconstruction work along Cascade Road from Burton Street to Thorncrest Drive	\$ 266,596
46.	2008-8088	102284	County of Wayne	Hot mix asphalt resurfacing work along Mack Avenue from Cook Street to Vernier Road	\$1,440,000
47.	2008-8090	102248	City of Grand Rapids	Reconstruction work along Kalamazoo Avenue from Burton Street to Alger Street	\$1,077,945
48.	2008-8092	89564	City of Ironwood	Reconstruction work along Alfred Wright Boulevard from Lime Street to Lowell Street and along Lowell Street from Alfred Wright Boulevard to McLeod Avenue	\$ 375,000
49.	2008-8098	89567	City of Negaunee	Hot mix asphalt resurfacing work along Prince Street from Baldwin Avenue to Everett Street, along East Main Street from McKenzie Avenue to Healy Avenue, along Division Street from East County Road to Rail Street, along West Water Street from Highway US-41 to Teal Lake Avenue, and along Tracy Mine Road from East County Road easterly 1500 feet	\$ 375,000
50.	2008-8099	89539	Lenawee CRC	Hot mix asphalt paving work along Valley Road from Carson Highway to Bent Oak Highway and along Bent Oak Highway from Valley Road to Hunt Road	\$ 367,000
51.	2008-8105	102308	City of Roseville	Concrete pavement work along Masonic Boulevard from Highway I-94 to the east city limits	\$ 280,000
52.	2008-8105	102309	City of Roseville	Concrete pavement repair work along Masonic Boulevard from Gratiot Avenue to Little Mack Avenue	\$ 208,000

\* Denotes a non-standard contract/amendment

53.	2008-8110	102568	Dickinson CRC	Hot mix asphalt paving work along Leeman Road from County Road 581 (Norway Lake Road) to Lerza Road	\$ 417,600
54.	2008-8113	89984	Village of Metamora	Hot mix asphalt surfacing work along Dryden Road (High Street) from the west village limits to Blood Road	\$ 474,400

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

**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.

55. HIGHWAYS - IDS Engineering Services

Authorization (Z14) under Contract (2008-0007) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of program management services for traffic signal optimization at 165 locations in the Bay and Grand Regions (CS various - JN 101124C). The work items include the coordination and hosting of progress meetings, data collection reviews, engineering evaluations, timing optimization, and final project documentation; the development of a cost and benefit report; and the update of signal optimization guidelines. The authorization will be in effect from the date of award through October 29, 2010. The authorization amount will be \$164,430.22. The contract term is October 30, 2007, through October 29, 2010. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** Currently, two consultants perform MDOT's annual signal optimization projects for the Bay and Grand Regions. The consultant for the program management services project will provide management services for both optimization projects. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of program management services for traffic signal optimization at 165 locations in the Bay and Grand Regions.

**Benefit:** The necessary program management services will ensure that all project-related technical issues are thoroughly reviewed or implemented in a timely manner and conform to all federal guidelines.

**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:** Failure to approve this authorization could result in user delays and the loss of federal funding. Corridors that lack signal progression have been shown to have higher numbers of crashes than corridors with signal progression.

\* Denotes a non-standard contract/amendment

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48909.

56. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2008-0007) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for as-needed traffic and safety work zone inspection and plan review services to be performed for the University Region. The work items include project administration, inspection, quality assurance testing, and 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 \$124,799.57. 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:** Accident rates tend to be higher in work zones than in non-work zones due to congestion and driver unfamiliarity. In order to minimize accidents in work zones, it is imperative that the region's work zones are set up properly and that they convey clear and consistent messages to drivers across the region. This year's work zones within the University Region will be active starting in March. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of as-needed traffic and safety work zone inspection and plan review services for the University Region.

**Benefit:** Will provide for the performance of as-needed traffic and safety work zone inspection and plan review services that are required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48823.

57. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2008-0007) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of traffic signal optimization services for various corridor locations within Oakland County in the Metro Region (CS 63900 - JN 100641C). The work items include the coordination and hosting of progress meetings, review of data collection, engineering evaluations, timing optimization, final project documentation, and development of a cost and benefit report. The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$329,416.67. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** Signal optimization is a critical method of relieving congestion on our roadways without facility expansion. Signal optimization results in traffic flow improvements, cost savings, reduced emissions, and improved safety due to fewer accidents. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** This project will provide for 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, allowing for a reduction in crash patterns within each corridor.

**Benefit:** Optimizing signal operations will allow traffic in the corridor to flow more effectively and efficiently. This will reduce user delays and associated costs and provide 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 the services are not performed, user delays will continue and federal funding could be lost. Corridors with signal progression have lower numbers of accidents than corridors without signal progression.

**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.

#### 58. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0100) between MDOT and Capital Consultants, Inc., dba c2ae will provide for design services to be performed for road scoping work on the I-196 business loop (BL) from M-140 to 73rd Street and on M-43 from I-196 to the I-196 BL in the city of South Haven, Van Buren County (CS 80032 - JN 892950). The work items include site reviews, analysis of findings, and report preparation. This authorization will be in effect from the date of award through January 30, 2011. The authorization amount will be \$156,778.38. The contract term is January 31, 2008, through January 30, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This is a scoping project to identify rehabilitation options and the associated costs. There has been a significant increase in the flooding of private properties adjacent to MDOT trunkline. This authorization will provide rehabilitation options and associated cost plans for the future and will also enable the Transportation Service Center (TSC) to find near-term solutions for the drainage problems.

**Purpose/Business Case:** To provide for design services to be performed for road scoping work on the I-196 BL from M-140 to 73rd Street and on M-43 from I-196 to the I-196 BL in the city of South Haven, Van Buren County.

**Benefit:** Will enable MDOT to identify and estimate all work needed to accurately improve the pavement condition and the safety of the roadway. The services will also to help identify potential real estate and all design tasks necessary for a successful design within budget.

**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, costs could be greater during the design phase.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49090.

59. HIGHWAYS - Design Services

Contract (2008-0101) between MDOT and Bergmann Associates, Inc., will provide for design services to be performed for the Capital Preventative Maintenance (CPM) milling and resurfacing and Americans with Disabilities Act (ADA) compliant sidewalk ramp construction on M-102 from M-10 to M-39 and for bridge approach and deck replacement work for the M-102 mainline and over M-10 in Oakland and Wayne Counties. The contract will be in effect from the date of award through December 31, 2009. The contract amount will be \$719,446.12. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** M-102 is a major east/west roadway with high traffic volumes that also serves as the designated detour route when adjacent major trunkline routes (I-96, I-696, M-10, M-39, I-75) are under construction. If this work is not performed at this time, the roadway will deteriorate to the point at which costly major rehabilitation or reconstruction will be the only solution.

**Purpose/Business Case:** The existing pavement is in poor condition, the existing sidewalk ramps do not meet current ADA standards, and the mainline bridge shoulder and approach width do not meet current standards. This project will address these problems.

**Benefit:** Will improve pavement condition, pedestrian mobility, and roadway safety. This project will also reduce the long-term maintenance costs for this area.

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

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

**Risk Assessment:** Based on the current condition of the roadway, milling and resurfacing with pavement repairs is the preferred repair. If this contract is not approved, the costs to perform a combination of alternate repairs and additional maintenance would be greater and additional user delays and disruptions would result. If the bridge decks included in this project are not replaced at this time, concrete could fall onto traffic below, which would increase safety risks and require additional maintenance work, with its related costs.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48235.

60. \*HIGHWAYS - System Manager/Integration Services for Intelligent Transportation System

Contract (2008-0114) between MDOT and HNTB Michigan, Inc., will provide for system manager and integration services for Intelligent Transportation System (ITS) facilities along I-94, I-96, M-10, and other routes in the Metro Region (CS various - JN 86516A, 86518A). The work involves the successful deployment of five major groups of ITS device subsystems, including dynamic message signs, surveillance systems cameras, vehicle detection systems, vehicle infrastructure integration, and all required communications devices and facilities necessary to link those ITS field devices to the Gigabit Ethernet Communications Network or MDOT-owned wireless, and/or fiber optic communications media. The consultant will perform reviews of as-built drawing submittals for the system, will serve as the MDOT system manager through the construction phase, and will provide a final evaluation of the system. The contract amount will be \$2,259,200.87. The contract will be in effect from the date of award through January 31, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Responsible management of public safety makes this project critical. This project will increase the ITS systems operations and maintain mobility across the transportation network, reducing congestion and increasing safety in the Metro Region. This contract covers the integration (installation and activation) phase of the larger construction project, which has already been let and is underway. The lack of integration services would result in the installation of field infrastructure that would not be operational. Therefore, it is critical that MDOT obtain the expertise of the consultant as soon as possible. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** Will provide for system manager and integration services for ITS facilities along I-94, I-96, M-10, and other routes in the Metro Region. The system requires management from the specifications, integration, and equipment purchasing stages of the project, through the system performance review.

**Benefit:** The integration services will allow installed field infrastructure to be made operational. The service will provide MDOT with the ability to track the project and ensure that the equipment and methods utilized meet MDOT standards and practices. The data provided by this equipment will allow the traffic management center to provide motorists with real-time congestion and travel time information and will improve incident management capabilities.

**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 lack of system manager and integration services would prevent previously installed field infrastructure from becoming operational, and none the improvements of the overall project would be realized. MDOT standards may not be met. Congestion, increased travel time, and reduced incident management capabilities will result as the area continues to grow.

**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.

61. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0132) between MDOT and Williams & Works, Inc., will provide for design services to be performed for the rehabilitation of two bridges and the replacement of one bridge over the US-31 business route eastbound and westbound over the south branch of the Muskegon River in the city of Muskegon, Muskegon County (CS 61153- JN 078622D). The work items include deep concrete deck overlay, concrete beam end repairs, substructure repairs, scour protection, bridge replacement, approach work, and maintenance of traffic plans. The authorization will be in effect from the date of award through February 5, 2011. The authorization amount will be \$328,834.22. The contract term is February 6, 2008, through February 5, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The bridges are deteriorating rapidly and present safety risks for vehicles crossing them. If the rehabilitation and replacement of these bridges is not completed in a timely manner, they will continue to deteriorate and maintenance costs will increase. In order to meet the plan completion date and the scheduled letting for this project, immediate commencement is crucial. As a result, this authorization 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 two bridges and the replacement of one bridge over the US-31 business route eastbound and westbound over the south branch of the Muskegon River in the city of Muskegon, Muskegon County.

**Benefit:** Will ensure safe vehicular travel over the bridges.

**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 bridges will continue to deteriorate and safety risks and maintenance costs may increase.

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

\* Denotes a non-standard contract/amendment

**Selection:** Qualifications-based.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 49444.

62. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0133) between MDOT and HH Engineering, Ltd., will provide for the performance of design services for two superstructure replacements on M-21 over the Flat River in the city of Lowell, Kent County (CS 41043 - JN 078623D). The work items include plans for the superstructure replacements, substructure repairs, associated approach work, and maintenance of traffic. The authorization will be in effect from the date of award through February 5, 2011. The authorization amount will be \$385,984.50. The contract term is February 6, 2008, through February 5, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** Due to the levels of deterioration and the locations of the two bridges on the main thoroughfare in downtown Lowell, it is critical that the design services begin this spring so that the construction can be timed to avoid major events in the city. This will result in decreased user delays and improved regional mobility. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for design services to be performed for two superstructure replacements on M-21 over the Flat River in the city of Lowell, Kent County.

**Benefit:** Will decrease user delays, improve regional mobility, and ensure safe vehicular travel over the bridges.

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

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

**Risk Assessment:** If this work is not performed at this time, the structures will continue to deteriorate, and safety risks and maintenance costs may increase.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49331.

63. HIGHWAYS - IDS Engineering Services

Contract (2008-0190) between MDOT and Surveying Solutions, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

64. HIGHWAYS - IDS Engineering Services

Contract (2008-0193) between MDOT and Hubbell, Roth & Clark, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

65. HIGHWAYS - IDS Engineering Services

Contract (2008-0194) between MDOT and Northwest Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

66. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5093) between MDOT and the Grand Traverse County Road Commission will provide for participation in the following improvements:

Traffic signal with left-turn phase installation work at the intersection of Hammond Road and Garfield Road.

Estimated Funds:

Federal Highway Administration Funds	\$33,600
Grand Traverse County Road Commission Funds	<u>\$ 8,400</u>
Total Funds	<u>\$42,000</u>

STH 28609 - 100331  
Local Force Account

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

**Purpose/Business Case:** To install a traffic signal with a left-turn phase.

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

**Funding Source:** Federal Surface Transportation Funds and Grand Traverse County Road Commission Funds.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49686.

67. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2008-5094) between MDOT and the Saginaw County Road Commission will provide for participation in the following improvements:

Overhead flashing beacon installation, culvert extension, and slope flattening work at the intersection of Swan Creek Road and Hemlock Road and at the intersection of Swan Creek Road and Merrill Road.

Estimated Funds:

Federal Highway Administration Funds	\$35,100
Saginaw County Road Commission Funds	\$ 0
Total Funds	<u>\$35,100</u>

HRRR 73609 - 102097

Local Force Account

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

**Purpose/Business Case:** To install overhead flashing beacons and improve roadside safety at two intersections.

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

**Funding Source:** Federal High Risk Rural Road 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 intersection.

**Zip Code:** 48626.

68. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2008-5097) between MDOT and the City of Bad Axe will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work at the intersection of Liberty Street and Skinner Street.

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$2,050, which is met in part by the \$600 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted TED Funds	\$8,200
City of Bad Axe Funds	<u>\$ 600</u>
Total Funds	<u>\$8,800</u>

EDA 32522 – 101678; Huron County  
 Local Letting

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

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

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

**Funding Source:** State Transportation Economic Development Funds and City of Bad Axe Funds.

**Commitment Level:** 94% state up to \$8,200 and the balance by the City of Bad Axe; based on estimate.

**Risk Assessment:** Without this contract, development opportunities could be lost.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

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

**Zip Code:** 48413.

\* Denotes a non-standard contract/amendment

69. HIGHWAYS – Memorandum of Understanding for Enhancement Work  
 Contract (2008-5100) between MDOT and the Michigan Department of History, Arts, and Libraries (HAL) will provide for participation in the following Transportation Enhancement improvements:

Fabrication and delivery of 300 interpretive signs and exhibits on automobile history for installation in stewardship communities in the MotorCities National Heritage Area for the MotorCities Wayside Exhibit Program.

Estimated Funds:

Federal Highway Administration Funds	\$225,040
HAL Funds	<u>\$ 58,260</u>
Total Funds	<u>\$283,300</u>

STE 84900 – 88259; Southeastern and Central Michigan  
 Letting by HAL

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

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

**Benefit:** To provide historic automobile information for visitors.

**Funding Source:** Federal Transportation Enhancement Activities Funds and HAL Funds.

**Commitment Level:** \$225,040 not to exceed 80% federal and the balance by HAL; based on estimate.

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

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** Fabrication of new signs.

**Zip Code:** 48909.

70. \*MACKINAC BRIDGE AUTHORITY – Bridge Painting Inspection  
 Contract (2008-0166) between the Mackinac Bridge Authority and KTA-Tator, Inc., will provide for bridge painting inspection services to be performed for the cleaning and coating of the existing structural steel on the north side span of the Mackinac Bridge in Mackinac and Emmett Counties (CS 86000 - JN M00215). The work items include inspection, measurement, and computation and documentation of quantities. The contract will be in effect from the date of award through February 1, 2010. The contract amount will be \$684,870.88. Source of Funds: 100% Mackinac Bridge Authority Toll Revenue Funds.

**Criticality:** The Mackinac Bridge needs to have lead paint removed and a new coating surface applied. This project is one of several needed to accomplish this. The Mackinac Bridge needs the expertise of this consultant to ensure that the project is constructed properly and that the contractor follows all applicable specifications and standards. The contractor is due to proceed with the work in early spring 2008. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide for bridge painting inspection services to be performed for the cleaning and coating of the existing structural steel on the north side span of the Mackinac Bridge. The bridge was originally coated with lead based paint and then over-coated through the years. It is now necessary to remove the original paint and replace it with a non-lead based paint system. Close inspection is needed on this project to meet the required standards.

**Benefit:** The services will ensure compliance with MDOT and Mackinac Bridge Authority plans and specifications. The original lead-based paint will be removed and corroded areas will be addressed before excessive deterioration occurs.

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

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

**Risk Assessment:** Failure to provide the services outlined could result in a substandard painting of the structure, violations of state and federal regulations, damage to the structure, and potential health hazards to Mackinac Bridge Authority employees and travelers.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49781.

71. HIGHWAYS (Real Estate) - IDS Real Estate Title Services

Contract (2008-0195) between MDOT and American Title Company of Jackson will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

72. HIGHWAYS (Real Estate) - IDS Real Estate Title Services

Contract (2008-0196) between MDOT and Pinnacle Title Agency, LLC, will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate 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 \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

73. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z22/R2) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will extend the authorization term by one year to provide sufficient time for CATA to complete the project. Purchase of one of the large buses required additional funds, which caused a delay in the procurement. CATA has now secured another grant under which to fund the remainder of the bus purchase. All other activities have been completed as planned. The original authorization provides state matching funds for CATA's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be May 4, 2005, through May 3, 2009. The authorization amount remains unchanged at \$5,129,446. The toll credit amount remains unchanged at \$26,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,130,057; FY 2002 State Restricted Comprehensive Transportation Funds - \$999,389.

**Criticality:** This revision is critical to allow the agency to continue with the bus procurement to maintain a safe, reliable fleet.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for CATA to complete the procurement of one large bus.

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

**Funding Source:** FTA Funds - \$4,130,057; FY 2002 State Restricted Comprehensive Transportation Funds - \$999,389.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48910.

74. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z20/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in portions of Wayne and Oakland Counties, will extend the authorization term by eighteen months to provide sufficient time for DDOT to complete the project. Construction of the Rosa Parks Transit Center Administration Building has been delayed because full funding has not been obligated to the project, which has necessitated rescoping of the project. The original authorization provides state matching funds for DDOT's FY 2004 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be April 6, 2005, through October 5, 2009. The authorization amount remains unchanged at \$12,742,718. 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 - \$10,194,174; FY 2002 State Restricted Comprehensive Transportation Funds - \$2,548,544.

**Criticality:** Approval at this time is critical to retain jobs created by the construction project.

**Purpose/Business Case:** To extend the authorization term by 18 months to provide sufficient time for DDOT to complete the construction of a transit center.

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

**Funding Source:** FTA Funds- \$10,194,174; FY 2002 State Restricted Comprehensive Transportation Funds - \$2,548,544.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48226.

75. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z10/R4) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will extend the authorization term by one year to provide sufficient time for ITP to complete the Intelligent Transportation System (ITS) project. The ITS project requires careful integration to function fully, and several multi-year phases are required for research, procurement, installation, and implementation, making the actual deployment longer than the consultant expected. The original authorization provides state matching funds for ITP's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be from June 16, 2003, through June 15, 2009. The authorization amount remains unchanged at \$8,496,052. 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 - \$6,796,841; FY 2002, FY 2003, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,652,011; ITP Funds - \$47,200.

**Criticality:** Approval of this revision is critical to allow the project to proceed uninterrupted until it is completed.

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

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

**Funding Source:** FTA Funds - \$6,796,841; FY 2002, FY 2003, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,652,011; ITP Funds - \$47,200.

\* Denotes a non-standard contract/amendment

**Commitment Level:** Authorization amount is based on cost estimates.  
**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.  
**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.  
**Selection:** N/A.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 49503.

76. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z18/R1) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority will change the project scope from facility construction to bus replacements due to a change in the City's project priorities. The original authorization provided state matching funds for the City's FY 2006 Federal Section 5309 Capital Discretionary Program grant for facility construction. The authorization term remains unchanged, February 15, 2008, through February 14, 2011. The authorization amount remains unchanged at \$618,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$495,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$123,750.

**Criticality:** Approval of this revision is critical to ensure that the agency's top prioritized project is funded so that a safe, reliable fleet is maintained.

**Purpose/Business Case:** To provide state matching funds for the City's FY 2006 Federal Section 5309 Capital Discretionary Program grant for bus replacements instead of facility construction.

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

**Funding Source:** FTA Funds - \$495,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$123,750.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49203.

77. \*PASSENGER TRANSPORTATION - Reduce Amount, Add Federal Requirements

Amendatory Contract (2005-0379/A2) between MDOT and Indian Trails, Inc., in Owosso, will reduce state funds by \$389,414, will add \$277,292 in Federal Section 5311(f) Intercity Bus Program funding, and will add required federal language to the contract. Federal funds will be added to this contract to assist the state in meeting budget reductions in State Comprehensive Transportation Funds. The original contract provides funding for route service from Bay City to St. Ignace and from Grand Rapids to St. Ignace providing service to major population areas and small urban and rural communities in the lower peninsula, as well as a connection to the national bus system and downstate Michigan. The contract term remains unchanged, October 1, 2005, through January 31, 2009. The revised contract amount will be \$1,249,640. Source of Funds: Federal Transit Administration (FTA) Funds - \$277,292; FY 2006 through FY 2009 State Restricted Comprehensive Transportation Funds - \$972,348.

**Criticality:** The federal funding is necessary to offset budget reductions in State Comprehensive Transportation Funds and is essential to ensuring critical service to 35 small urban and rural communities along the US 23/I-75 corridor between Bay City and St. Ignace and the US-131 corridor between Grand Rapids and St. Ignace.

**Purpose/Business Case:** To reduce state funding and add federal funding for operating assistance for the Bay City to St. Ignace and Grand Rapids to St. Ignace intercity bus routes.

\* Denotes a non-standard contract/amendment

**Benefit:** Will ensure the continuation of existing intercity bus routes operating along MDOT-designated corridors in the lower peninsula and will provide communities with essential transportation service links to the national transportation system.

**Funding Source:** FTA Funds - \$277,292; FY 2006 through FY 2009 State Restricted Comprehensive Transportation Funds - \$972,348.

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

**Risk Assessment:** Loss of intercity bus service operating along MDOT-designated corridors in the lower peninsula, and isolation of lower peninsula communities through the lack of transportation links to the national transportation system.

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

**Selection:** N/A.

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

**Zip Code:** 48867.

78. \*PASSENGER TRANSPORTATION - Novation

Amendatory Contract (2007-0270/A1) between MDOT, Northfield's Human Services, and People's Express will provide for the reassignment of authorization funding in the amount of \$111,481 for the purchase of three vehicles and the transfer of responsibilities for the administration of public transportation services in northern Washtenaw County from Northfield's Human Services to People's Express. Transit services in northern Washtenaw County previously provided by Northfield's Human Services are being assumed by the newly formed nonprofit corporation People's Express. The dollar amount, terms, and conditions of the original authorization remain unchanged. Source of Funds: Federal Transit Administration (FTA) Funds: \$89,185; FY 2007 State Restricted Comprehensive Transportation Funds: \$22,296.

<u>Original Authorization</u>	<u>New Authorization</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
2007-0270/Z1/R1	2008-0046/Z2	FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program	Aug. 31, 2007 - August 30, 2010	\$111,481

**Criticality:** Approval of this amendment is critical because operation of this transit service for northern Washtenaw County's elderly and people with disabilities is being shifted from Northfield's Human Services to the People's Express. It is imperative that the funding for the vehicles to be purchased for this service is transferred to the appropriate agency.

**Purpose/Business Case:** To provide for the novation of project authorization (2007-0270/Z1) which provided federal and state funds for the purchase of three vehicles and for the administration of public transportation services in northern Washtenaw County from Northfield's Human Services to People's Express.

**Benefit:** Continued and increased public transportation services.

**Funding Source:** FTA Funds - \$89,185; FY 2007 State Restricted Comprehensive Transportation Funds - \$22,296.

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

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

**Cost Reduction:** Grant amounts are determined by the FTA and are not negotiated.

**Selection:** N/A.

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

**Zip Code:** 48189.

79. \*PASSENGER TRANSPORTATION - Increase Amount

Amendatory Contract (2007-0334/A1) between MDOT and Indian Trails, Inc., in Owosso, will increase the contract amount by \$778,826, of which state funding will be increased by \$389,413 and Federal Section 5311(f) Intercity Bus Program funding by \$389,413. The increase will provide additional intercity bus operating assistance for service in the upper peninsula and the central northern lower peninsula. The increase includes additional funding for the establishment of a route in an area of the state that has not been served since 2004. In addition, the historical ridership and revenue projections used as a basis for the contract amount have not been met; therefore, additional funding is needed to meet the guaranteed rate per mile as negotiated with Indian Trails. The routes include Lansing to St. Ignace, Michigan; St. Ignace to Ironwood, Michigan; and Calumet, Michigan, to Milwaukee, Wisconsin. Indian Trails, Inc., will provide service to major population areas in the upper peninsula, as well as a connection to the national bus system and downstate Michigan. The contract term remains unchanged, January 1, 2007, through January 31, 2009. The revised contract amount will be \$3,377,244. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,688,622; FY 2007, FY 2008, and FY 2009 State Restricted Comprehensive Transportation Funds - \$1,688,622.

**Criticality:** Approval of this amendment is critical to providing additional funding to fulfill MDOT's commitment to ensure intercity bus service along MDOT-designated corridors in the upper peninsula and northern central portion of Michigan, which will continue to prevent the isolation of upper peninsula communities and provide essential transportation links to the national transportation system.

**Purpose/Business Case:** To provide federal and state funding for intercity bus operating assistance for service in the upper peninsula and central northern lower peninsula provided by Indian Trails, Inc.

**Benefit:** Will ensure continuation of existing intercity bus services along MDOT-designated corridors in the upper peninsula and central northern lower peninsula, providing communities with essential transportation service with links to the national transportation system.

**Funding Source:** FTA Funds - \$1,688,622; FY 2007, FY 2008, and FY 2009 State Restricted Comprehensive Transportation Funds - \$1,688,622.

**Commitment Level:** The maximum rate per mile is fixed, and the number of service miles and the amount of passenger revenue are estimated.

**Risk Assessment:** The risks of not approving this amendment are the loss of federal funding and the loss of intercity bus service along MDOT-designated corridors in the upper peninsula and the northern central portion of Michigan and the isolation of communities due to lack of transportation links to the national transportation system.

**Cost Reduction:** It is expected that continuation of marketing efforts will result in increased ridership and passenger revenues, thereby decreasing the amount to be reimbursed.

**Selection:** N/A.

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

**Zip Code:** 48867.

80. \*PASSENGER TRANSPORTATION - Section 5311 Operating Revenue

Contract (2008-0020) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$13,246,338 in Federal Section 5311 Nonurbanized Area Formula Operating Program funds (including \$762,100 for program administration and \$218,906 in Rural Transit Assistance Program funds) for FY 2008 under Federal Grant MI-18-X042. The contract will be in effect from October 1, 2007, until the last obligation between the parties has been fulfilled. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$13,246,338.

**Criticality:** Approval of this revenue grant is critical to secure federal operating assistance funds for continued bus transit service for this fiscal year.

**Purpose/Business Case:** To provide for the FTA to grant MDOT \$13,246,338 in Section 5311 Operating Assistance funds for FY 2008 under Federal Grant MI-18-X042.

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

**Funding Source:** FTA Funds - \$13,246,338.

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

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

**Cost Reduction:** Grant amount is determined by 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.

81. TRANSPORTATION PLANNING - Increase Services and Amount

Amendatory Contract (2005-0220/A4) between MDOT and Michigan Technological University (MTU) will add services to provide further analysis to evaluate the adaptability of the pilot study results to the MDOT Roadway Features Identification process and the Wetland Mitigation Site Identification process and will increase the contract amount by \$421,645. The original contract provides for the performance of a study of the applications of restricted use technology for the transportation sector. The contract will be in effect from the date of award through two years. The revised maximum contract amount will be \$2,921,690. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

**Criticality:** MDOT's review of the pilot study findings resulted in the conclusion that there were tangible results that should be evaluated further for possible adaptability to existing MDOT processes. MDOT wishes to continue to utilize the expertise of the MTU Research Institute to assist in validating the applications developed during the study.

**Purpose/Business Case:** To evaluate the adaptability of the pilot study results for use with MDOT business practices. The original project was for the study of the application of restricted use technology and data for the transportation sector. The evaluation will apply to the MDOT Roadway Features Identification and Wetland Mitigation Site Identification processes.

**Benefit:** The project will help MDOT to solve transportation-related issues and achieve its mission to provide the highest quality integrated transportation services for economic benefit and improved quality of life.

**Funding Source:** 50% Federal Highway Administration Funds and 50% 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, MDOT could miss an opportunity to make integrated transportation services more efficient and to increase economic benefits. Federally earmarked funds for this project would also be forfeited.

**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; a federal grant is provided for this service.

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

**Zip Code:** 48105.

82. TRANSPORTATION PLANNING – Master Planning Agreement

Authorization Revision (Z16/R1) under Contract (2006-0017) between MDOT and the Northeast Michigan Council of Governments (NEMCOG) will extend the authorization term by four months to provide sufficient time for NEMCOG to complete the study. The additional time is needed because Main Street USA is exploring the idea of building a theme park in the Grayling area and the delay in receiving land acquisition information has caused a delay in running and issuing the final traffic study. The original authorization provides for the conduct of a study to address the immediate and long-range transportation needs of the Grayling area, including multi-modal needs. The work will include identification and examination of the area's traffic patterns and the development of a model for analyzing existing and future traffic volumes. The revised authorization term will be October 1, 2007, through July 31, 2008. The authorization amount remains unchanged at \$33,343. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Including the potential increase in traffic volume associated with the possibility of construction of a theme park is essential to an accurate prediction of the impacts on the road system in the Grayling area. Further, these federally authorized funds must be made available in order for the regional planning organizations (RPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

**Purpose/Business Case:** To extend the authorization term by four months to provide NEMCOG sufficient time to the conduct of the study to address the immediate and long-range transportation needs in the Grayling area, including multi-modal traffic.

**Benefit:** The study will identify and examine the area's traffic generation patterns and develop a model for analyzing existing and future traffic volumes.

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

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

**Risk Assessment:** The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be incorrect traffic projections issued in the traffic model and final report.

**Cost Reduction:** If the extension is approved, significant cost savings will result if the model is to be run only once.

**Selection:** N/A.

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

**Zip Code:** 49735.

83. \*TRANSPORTATION PLANNING - Passenger Rail Station Community Benefits Study

Contract (2008-0201) between MDOT and Grand Valley State University (GVSU) will provide for an assessment of community level economic benefits of rail passenger services. The project will consider the economic impacts (both direct and indirect) of passenger rail facilities on their respective communities, and the variables that affect the use of these facilities. The contract will be in effect from the date of award through April 1, 2009. The contract amount will be \$119,999.80 Source of Funds: 80% Federal Transit Administration Funds and 20% State Restricted Comprehensive Transportation Funds.

**Criticality:** This study will provide MDOT staff and community leaders with the information needed to identify and prioritize future passenger rail station investment needs. With Amtrak ridership going up each year, it is important that Michigan's passenger rail stations are viewed as an asset to their respective communities. It is also important that the Amtrak stations can accommodate the increase in passengers.

**Purpose/Business Case:** The purpose of this study is to ascertain the value an Amtrak station adds to each of the 22 Michigan communities currently served by rail passenger service. The project will consider the economic impacts (both direct and indirect) of passenger rail facilities on their respective communities and the variables that affect the use of these facilities. The study will help to determine how well the existing system meets the intermodal needs of Michigan citizens.

**Benefit:** MDOT is placing increased importance on intermodal transportation alternatives. Amtrak ridership is increasing each year. With rising gasoline prices, the time is right to address passenger rail service and intermodal connectivity as viable alternatives to driving. A passenger rail and intercity bus user survey was conducted in the spring of 2007, so current data is available for use in this study.

**Funding Source:** 80% Federal Transit Administration Funds and 20% State Restricted Comprehensive Transportation Funds.

**Commitment Level:** The contract is for a fixed amount not to exceed \$119,999.80.

**Risk Assessment:** This is a project that has been delayed for several years due to funding restrictions. FTA funds are now available for this study. Given MDOT's current intermodal focus and the fact that passenger rail and intercity bus user data was recently collected, it is important to take advantage of this funding opportunity.

**Cost Reduction:** Reimbursement for this contract is on an actual cost basis. Hours are negotiated bases on needed service.

**Selection:** N/A.

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

**Zip Code:** 48909.

### SUBCONTRACTS

84.	<b>Asphalt Concrete Services</b>	<b>Low Bid:</b>	<b>\$ 750,000.00</b>
	<b>2715 S. Huron Road</b>	<b>1<sup>st</sup> Year:</b>	<b>\$ 250,000.00</b>
	<b>Kawkawlin, MI 48631</b>	<b>2<sup>nd</sup> Year:</b>	<b>\$ 250,000.00</b>
		<b>3<sup>rd</sup> Year:</b>	<b>\$ 250,000.00</b>
		<b>Engineer's Estimate:</b>	<b>\$ 806,034.47</b>
		<b>Over/Under:</b>	<b>- 7.0%</b>

#### **Description of Work: Hot Mix Asphalt Repair**

Approval is requested to authorize the Ionia County Road Commission to award a three-year subcontract for hot mix asphalt repairs on I-96 in Ionia County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the road will continue to deteriorate, and the risk of accidents could increase. The surface of this road is in poor condition and deteriorating quickly.

**Purpose/Business Case:** To provide for hot mix asphalt repairs on I-96 in Ionia County.

**Benefit:** Will provide for a safer roadway.

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

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48631.

85.	<b>Downunder Municipal Services, LLC</b> <b>2612 Miller Road</b> <b>Kalamazoo, MI 49001</b>	<b>Low Bid:</b> <b>1<sup>st</sup> Year:</b> <b>2<sup>nd</sup> Year:</b> <b>3<sup>rd</sup> Year:</b> <b>Eng. Estimate:</b> <b>% Under/Over Est.:</b>	<b>\$ 350,000.00</b> <b>\$ 116,666.66</b> <b>\$ 116,666.67</b> <b>\$ 116,666.67</b> <b>\$ 324,000.00</b> <b>+ 8.0%</b>
-----	---	--	---

**Description of Work: Catch Basin Cleaning**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for catch basin cleaning at various locations along state trunklines in Kent County. Costs are based upon a set unit cost per hour that remains fixed throughout the term of the contract. MDOT found the cost to be reasonable and competitive with costs in surrounding counties. The project was advertised, and four bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all four bidders. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. These contracts are for emergency and non-emergency purposes. The lowest bidder with the necessary equipment is contacted to do the work. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Purpose/Business Case:** To provide for catch basin cleaning to be performed at various locations on state trunklines in Kent County. Services include vacuuming, jetting lines with high pressure water to unplug pipes of sand, and using video cameras to inspect pipe lines.

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

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

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

**Risk Assessment:** If the services are not performed, the catch basins and tiles will clog, which could result in drainage backups or flooding of trunklines. This could lead to costly future road repairs.

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

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

**Zip Code:** 49001.

\* Denotes a non-standard contract/amendment

86.	<b>F &amp; K Enterprises</b>	<b>Low Bid:</b>	<b>\$ 9,639</b>
	<b>P.O. Box 508</b>	<b>Optional 1<sup>st</sup> Year:</b>	<b>\$ 9,639</b>
	<b>Ionia, MI 48846</b>	<b>Optional 2<sup>nd</sup> Year:</b>	<b>\$ 9,639</b>
		<b>Engineer's Estimate:</b>	<b>\$ 10,440</b>
		<b>Over/Under:</b>	<b>- 7.7%</b>

**Description of Work: Rest Area Janitorial and Grounds Maintenance**

Approval is requested to authorize the Ionia County Road Commission to award a subcontract with an option for two one-year extensions for the provision of janitorial services, grounds maintenance, and lawn maintenance at a roadside park on M-21 in Ionia County. The project was advertised; one bid was received and accepted. MDOT found the cost to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Purpose/Business Case:** This contract will provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at a roadside park located on M-21 in Ionia County.

**Benefit:** Will provide for a safe, clean, sanitary, and properly supplied tourist facility for use by travelers.

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

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

**Risk Assessment:** If the work is not performed, the rest area could become unsafe.

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

**Selection:** Low bid.

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

**Zip Code:** 48846.

87.	<b>Julie Donati</b>	<b>Low Bid:</b>	<b>\$ 67,500</b>
	<b>P.O. Box 130</b>	<b>1<sup>st</sup> Year:</b>	<b>\$ 22,500</b>
	<b>Baraga, MI 49908</b>	<b>2<sup>nd</sup> Year:</b>	<b>\$ 22,500</b>
		<b>3<sup>rd</sup> Year:</b>	<b>\$ 22,500</b>
		<b>Optional 1<sup>st</sup> Year:</b>	<b>\$ 22,500</b>
		<b>Optional 2<sup>nd</sup> Year:</b>	<b>\$ 22,500</b>
		<b>Engineer's Estimate:</b>	<b>\$ 87,780</b>
		<b>Over/Under:</b>	<b>- 23.1%</b>

**Description of Work: Rest Area Janitorial and Grounds Maintenance**

Approval is requested to authorize the Ontonagon County Road Commission to award a three-year subcontract with an option for two one-year extensions for the provision of janitorial services, grounds maintenance, and lawn maintenance at three roadside parks, Earl Numinen State Park (M-28), Agate Falls State Park (M-28), and Military Hill State Park (US-45), in Ontonagon County. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

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

**Purpose/Business Case:** This contract will provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at three roadside parks in Ontonagon County.

**Benefit:** Will provide for a safe, clean, sanitary, and properly supplied tourist facility for use by travelers.

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

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

**Risk Assessment:** If the work is not performed, the rest area could become unsafe.

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

**Selection:** Low bid.

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

**Zip Code:** 49908.

88.	<b>Kent County Department of Public Works 1500 Scribner Avenue NW Grand Rapids, MI 49504</b>	<b>Low Bid:</b>	<b>\$ 350,000.00</b>
		<b>1<sup>st</sup> Year:</b>	<b>\$ 116,666.66</b>
		<b>2<sup>nd</sup> Year:</b>	<b>\$ 116,666.67</b>
		<b>3<sup>rd</sup> Year:</b>	<b>\$ 116,666.67</b>
		<b>Eng. Estimate:</b>	<b>\$ 324,000.00</b>
		<b>% Under/Over Est.:</b>	<b>+ 8.0%</b>

#### **Description of Work: Catch Basin Cleaning**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for catch basin cleaning at various locations along state trunklines in Kent County. Costs are based upon a set unit cost per hour that remains fixed throughout the term of the contract. MDOT found the cost to be reasonable and competitive with costs in surrounding counties. The project was advertised, and four bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all four bidders. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. These contracts are for emergency and non-emergency purposes. The lowest bidder with the necessary equipment is contacted to do the work. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Purpose/Business Case:** To provide for catch basin cleaning to be performed at various locations on state trunklines in Kent County. Services include vacuuming, jetting lines with high pressure water to unplug pipes of sand, and using video cameras to inspect pipe lines.

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

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

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

**Risk Assessment:** If the services are not performed, the catch basins and tiles will clog, which could result in drainage backups or flooding of trunklines. This could lead to costly future road repairs.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.  
**New Project Identification:** This is routine maintenance and not a new project.  
**Zip Code:** 49504.

89.	<b>Plummers Environmental Services, Inc.</b> <b>10075 Sedroc Industrial Drive</b> <b>Byron Center, MI 49316</b>	<b>Low Bid:</b> <b>1<sup>st</sup> Year:</b> <b>2<sup>nd</sup> Year:</b> <b>3<sup>rd</sup> Year:</b> <b>Eng. Estimate:</b> <b>% Under/Over Est.:</b>	<b>\$ 350,000.00</b> <b>\$ 116,666.66</b> <b>\$ 116,666.67</b> <b>\$ 116,666.67</b> <b>\$ 324,000.00</b> <b>+ 8.0%</b>
-----	---	--	---

**Description of Work: Catch Basin Cleaning**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for catch basin cleaning at various locations along state trunklines in Kent County. Costs are based upon a set unit cost per hour that remains fixed throughout the term of the contract. MDOT found the cost to be reasonable and competitive with costs in surrounding counties. The project was advertised, and four bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all four bidders. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. These contracts are for emergency and non-emergency purposes. The lowest bidder with the necessary equipment is contacted to do the work. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Purpose/Business Case:** To provide for catch basin cleaning to be performed at various locations on state trunklines in Kent County. Services include vacuuming, jetting lines with high pressure water to unplug pipes of sand, and using video cameras to inspect pipe lines.

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

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

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

**Risk Assessment:** If the services are not performed, the catch basins and tiles will clog, which could result in drainage backups or flooding of trunklines. This could lead to costly future road repairs.

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

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

**Zip Code:** 49316.

90.	<b>Sanisweep, Inc.</b> <b>0-3450 Riverhill Drive</b> <b>Grand Rapids, MI 49544</b>	<b>Low Bid:</b> <b>1<sup>st</sup> Optional Year:</b> <b>2<sup>nd</sup> Optional Year:</b>	<b>\$ 117,418.48</b> <b>\$ 58,709.24</b> <b>\$ 58,709.24</b>
-----	--	---	--

**Description of Work: Street Sweeping and Debris Removal**

Approval is requested to authorize the Muskegon County Road Commission to award the final optional year of a subcontract for street sweeping on various trunklines located throughout Muskegon County. This two-year subcontract with two optional years was awarded to the low bidder and approved by the State Administrative Board on April 5, 2005. The project was advertised, and two bids were received. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Purpose/Business Case:** To provide for street-sweeping and pickup work to be performed on state trunklines in Muskegon County.

**Benefit:** The subcontract will provide for safer highways free from hazardous road obstructions.

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

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 49544.

\* Denotes a non-standard contract/amendment

91. <b>Waste Recovery Systems</b> <b>5610 South Division Avenue</b> <b>Kentwood, MI 49548</b>	<b>Low Bid:</b>	<b>\$ 350,000.00</b>
	<b>1<sup>st</sup> Year:</b>	<b>\$ 116,666.66</b>
	<b>2<sup>nd</sup> Year:</b>	<b>\$ 116,666.67</b>
	<b>3<sup>rd</sup> Year:</b>	<b>\$ 116,666.67</b>
	<b>Eng. Estimate:</b>	<b>\$ 324,000.00</b>
	<b>% Under/Over Est.:</b>	<b>+ 8.0%</b>

**Description of Work: Catch Basin Cleaning**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for catch basin cleaning at various locations along state trunklines in Kent County. Costs are based upon a set unit cost per hour that remains fixed throughout the term of the contract. MDOT found the cost to be reasonable and competitive with costs in surrounding counties. The project was advertised, and four bids were received. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all four bidders. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. These contracts are for emergency and non-emergency purposes. The lowest bidder with the necessary equipment is contacted to do the work. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Purpose/Business Case:** To provide for catch basin cleaning to be performed at various locations on state trunklines in Kent County. Services include vacuuming, jetting lines with high pressure water to unplug pipes of sand, and using video cameras to inspect pipelines.

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

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

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

**Risk Assessment:** If the services are not performed, the catch basins and tiles will clog, which could result in drainage backups or flooding of trunklines. This could lead to costly future road repairs.

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

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

**Zip Code:** 49548.

\* Denotes a non-standard contract/amendment

**EXTRAS**

92. **Extra 2008 – 024**

Control Section/Job Number: 39024-86055 MDOT Project

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

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

Contractor: Kamminga & Roodvoets, Inc.  
3435 Broadmoor Avenue SE  
Grand Rapids, MI 49512

Designed By: Parsons Brinckerhoff, Inc.  
Engineer's Estimate: \$72,523,311.30

Description of Project:

2.61 miles of freeway reconstruction and widening, ramp reconstruction, removal of portions of existing structures, replacing abutments, piers, and superstructures, 3 new bridges, placing slope protection, drainage, soundwalls, maintaining traffic, pavement markings and signing on I-94 from west of US-131 to east of Oakland Drive in the cities of Kalamazoo and Portage, Kalamazoo County. This project includes two 5 year materials and workmanship pavement warranties.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	August 31, 2006	
Original Contract Amount:	\$67,890,986.19	
Total of Overruns/Changes (Approved to Date):	1,318,835.75	+ 1.94%
Total of Extras/Adjustments (Approved to Date):	532,389.87	+ 0.78%
Total of Negative Adjustments (Approved to Date):	(243,356.41)	-0.36%
<b>THIS REQUEST</b>	<b><u>2,941,764.00</u></b>	<b><u>+ 4.33%</u></b>
<b>Revised Total</b>	<b><u>\$72,440,619.40</u></b>	<b>+ 6.69%</b>

**Offset Information**

Total Offsets This Request	(\$2,081,720.00)	- 3.07%
Net Revised Request	860,044.00	+ 1.27%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.36% over the original budget for an **Authorized to Date Amount** of \$69,498,855.40.

Approval of this extra will place the authorized status of the contract 6.69% or \$4,549,633.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-102	12	\$121,313.17	08/07/07

Contract Modification Number(s): 22

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

**CM 22**

Backfill, Select, VECP, MSE Wall	50,000.000 Cyd @ \$6.85/Cyd	\$342,500.00
Wire Faced MSE Wall, VECP, MSE Wall	52,000.000 Sft @ \$22.20/Sft	1,154,400.00
Styrofoam & Peastone, VECP, MSE Wall	35,000.000 Sft @ \$2.50/Sft	87,500.00
PVC Liner, VECP, MSE Wall	34,000.000 Sft @ \$1.00/Sft	34,000.00
Underdrain, Fdn, 6 inch, VECP, MSE Wall	4,000.000 Ft @ \$5.25/Ft	21,000.00
Underdrain, Outlet Ending, 6 inch, VECP, MSE Wall	18,000 Ea @ \$150.00/Ea	2,700.00
Superstructure Conc, VECP, MSE Wall	2,900.000 Cyd @ \$448.16/Cyd	<u>1,299,664.00</u>
<b>Total</b>		<b><u>\$2,941,764.00</u></b>

**CM 22 Offset Information**

Backfill, Structure, CIP	-27,000.000 Cyd @ \$6.00/Cyd	(\$162,000.00)
Pile, Steel, Furn and Driven, 12 inch	-24,840.000 Ft @ \$33.00/Ft	(819,720.00)
Pile, Steel, Furn and Driven, 14 inch	-25,000.000 Ft @ \$44.00/Ft	<u>(1,100,000.00)</u>
<b>Total</b>		<b><u>(\$2,081,720.00)</u></b>

**Net Revised CM 22 Request**

**\$860,044.00**

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

During the design phase of this project, a preliminary independent evaluation for value engineering purposes recommended for consideration that nine of the 11 bridge foundations be changed from a traditional footing/piling scheme to a Mechanically Stabilized Earth (MSE) scheme thereby resulting in substantial project savings due to the reduction in the amount of required foundation piling. This proposal was rejected by MDOT given the lack of design time and design budget to accomplish this change.

The bridge contractor awarded this project has substantial experience in building MSE wall foundations and therefore was determined capable at building a quality MSE bridge foundation. A Value Engineering Change Proposal (VECP) was submitted by the contractor, per the requirements in the supplemental specification for VECP, as contained in the project proposal. The VECP requested to change from the traditional footing/piling scheme to a MSE scheme.

It is estimated that the project savings will amount to over \$2.1 million. Once the total savings has been calculated, the contractor will be paid one-half of the total savings. Only four of the nine MSE scheme bridges have been completed to date, so the final quantities and final cost savings have yet to be determined.

The pay items for a MSE foundation were not included in the original contract resulting in the addition of seven new pay items (extras) amounting to an estimated \$2,941,764 for all nine bridges. The offsetting existing pay items have only been calculated for the four completed bridges and amounts to \$2,081,720.

The five remaining bridges will have similar savings. The reason for requesting additional funding for this contract prior to knowing the final quantities and final costs is to allow payment to the contractor for the four completed bridges utilizing the seven new pay items which are being established as part of this extra.

Concurrence was received from the Geotechnical Services Section and FHWA on the change in the bridge foundations. The costs for the extra items included on the contract modification were 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.

This Extra was recommended for approval by the State Transportation Commission at its March 27, 2008, meeting, and is now recommended for approval by the State Administrative Board on April 1, 2008.

**Criticality:** This extra is 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, 89.82%; State Restricted Trunkline, 8.99%; City of Portage, 0.96%; Village of Mattawan, 0.20%; City of Kalamazoo, 0.03%, unless otherwise noted.

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

**Risk Assessment:** These items 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:** 49008, 49024.

93. **Extra 2008 - 43**

Control Section/Job Number: 07021-59933 MDOT Project

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

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

Contractor: Hebert Construction Company  
P.O. Box 271  
Iron River, MI 49935

Designed By: MDOT  
Engineer's Estimate: \$1,178,174.60

Description of Project:

Bridge replacement on M-28 over Perch River and deep concrete overlay and painting on M-28 over Jumbo Creek with approach work and maintaining traffic in Covington and Duncan Townships, Baraga and Houghton Counties.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	April 25, 2005	
Original Contract Amount:	\$1,514,595.16	
Total of Overruns/Changes (Approved to Date):	(121,633.73)	- 8.03%
Total of Extras/Adjustments (Approved to Date):	88,793.33	+ 5.86%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>214,385.56</u></b>	<b><u>+ 14.15%</u></b>
<b>Revised Total</b>	<b><u>\$1,696,140.32</u></b>	<b>+ 11.98%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.17% under the original budget for an **Authorized to Date Amount** of \$1,481,754.76.

Approval of this extra will place the authorized status of the contract 11.98% or \$181,545.16 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8 r. 1, 9, 10

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

<b>CM 8</b>	
Liquidated Damages	<u>\$5,200.00</u>
<b>Total</b>	<b><u>\$5,200.00</u></b>
<b>CM 9</b>	
Adjustment for Differing Site Condition	
Claim #5	<u>\$195,382.35</u>
<b>Total</b>	<b><u>\$195,382.35</u></b>
<b>CM 10</b>	
HMA Adjustment	<u>\$13,803.21</u>
<b>Total</b>	<b><u>\$13,803.21</u></b>
<b>Grand Total</b>	<b><u>\$214,385.56</u></b>

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

**CM 8**

On contract modification three, the engineer assessed 22 days of liquidated damages for failure to complete the project on time. The contractor submitted extensions of time, but did not prove to the engineer that they should be approved without liquidated damages. The engineer assessed 22 days of liquidated damages totaling \$28,600. Since that contract modification, the contractor has supplied additional information and the engineer has granted them the extension of time without liquidated damages. On contract modification eight, the engineer is removing four days of liquidated damages previously assessed. This is to account for two weekends that were previously not approved by the engineer, although the days through the work week had been approved. The extension of time was granted because the contractor supplied information about rain that had flooded the cofferdam and the engineer determined that this was beyond the contractors' control. This will adjust the final number of days for liquidated damages to 13. The amount is completely offset from the assessment of 4 days of liquidated damages on previous contract modifications totaling \$5,200.

**CM 9**

During the installation of the caissons for the bridge foundation, the contractor encountered what they determined to be a differing site condition. The bedrock that was encountered was described as being a slate on the soil borings. It was later determined that the bedrock should have been described as a graywacke. Both rock types come from the same rock formation, but have different properties. The greywacke is a more uniform rock and does not have bedding planes (weakness) like slate does and, therefore, makes it more difficult to install caissons. The contractor had to bring in a larger drill rig and a down hole hammer to break up the rock in order to install the caissons. This required additional work and time to complete, and the contractor filed a claim for additional compensation and extensions of time. The engineer directed the contractor to complete the caisson installation so that the bridge could be completed. The extra cost for Adjustment for Differing Site Condition Claim #5 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. It also includes removing the 13 days of liquidated damages that were previously assessed. The extra amount is partially offset from the assessment of 13 days of liquidated damages on previous contract modifications totaling \$16,900.

## **CM 10**

Due to the delays on the project, the hot mix asphalt approaches could not be paved during normal seasonal limitations. The engineer directed the contractor to pave the approaches, even though it was past the normal seasonal limitations. The area that was paved started to deteriorate and in some areas delaminate. The contractor indicated that this was due to paving past the seasonal limitations, while the engineer indicated that it was due to an inappropriate tack coat. The engineer and contractor determined that it could be due to both items and agreed to split the cost to mill and repave the area. Therefore, the extra HMA Adjustment on contract modification 10 represents one half of the cost to mill and repave the area. The extra cost for HMA Adjustment is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its March 27, 2008, meeting, and are now recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

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

**Risk Assessment:** These items are required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 49970.

94. **Extra 2008 - 044**

Control Section/Job Number: 29433-89546 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

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

Contractor: D & E Excavating Corporation  
308 West Washington Street  
St. Louis, MI 48880

Designed By: Rowe Inc.  
Engineer's Estimate: \$381,419.00

Description of Project:

0.30 miles of hot mix asphalt pavement reconstruction, drainage improvements and watermain placement on Olive Street from Hebron Street easterly to Corinth Avenue in the City of St. Louis, Gratiot County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 4, 2007	
Original Contract Amount:	\$309,385.23	
Total of Overruns/Changes (Approved to Date):	14,058.02	+ 4.54%
Total of Extras/Adjustments (Approved to Date):	29,720.54	+ 9.61%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>47,726.30</u></b>	<b><u>+ 15.43%</u></b>
<b>Revised Total</b>	<b><u>\$400,890.09</u></b>	<b>+ 29.58%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.15% over the original budget for an **Authorized to Date Amount** of \$353,163.79.

Approval of this extra will place the authorized status of the contract 29.58% or \$91,504.86 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:

<b>CM 5</b>		
Storm Water Outlet	1.000 LS @ \$14,000.00/LS	\$14,000.00
Water Main, DI, 8", Tr Det G	578.000 Ft @ \$58.35/Ft	33,726.30
<b>Total</b>		<b><u>\$47,726.30</u></b>

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

During the first rain event after paving, the new storm sewer did not drain properly from the project. After investigating possible causes for the drainage issue, it was determined that the existing storm system had sufficient size and capacity where the new storm system was connected. However, down stream a section of the storm sewer did not have adequate capacity for the addition of the new storm sewer. The engineer directed the contractor to remove and replace approximately 100 feet of the existing storm sewer to achieve the required capacity. The extra costs for Storm Water Outlet 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.

While grading the roadway it was determined that the existing water main between Teman and Hebron Streets was not located as shown in old plans. As a result of the location, the water main would not have sufficient cover based on a combination of lower finished grade and a wider roadway surface. The engineer looked to see if the grade could be changed; however, the grade could not be changed enough to both meet standards and protect the water main from freezing. The engineer contacted MDOT Local Agencies Program to determine if the cost to relocate the item would be participating. As the relocation was needed due to the road work, the item was determined to be a participating item. The extra costs for Water Main, DI, 8", Tr Det G were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its March 27, 2008, meeting, and is now recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

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

**Risk Assessment:** These items are required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 48880.

95. **Extra 2008 - 45**

Control Section/Job Number: 73051-72911-2 MDOT Project

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

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

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

Designed By: DLZ Michigan, Inc.  
Engineer's Estimate: \$1,087,172.99

Description of Project:

102.49 acres of wetland mitigation site including earth berm controlled outfall, seeding and plantings on Curtis Road south side at the Bishop Road intersection at the Kittle Prairie Hunt Club, Saginaw County.

WITHDRAWN

Administrative Board Approval Date:	December 6, 2005	
Contract Date:	December 22, 2005	
Original Contract Amount:	\$805,908.73	
Total of Overruns/Changes (Approved to Date):	357,013.20	+ 44.30%
Total of Extras/Adjustments (Approved to Date):	22,350.00	+ 2.77%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>76,955.97</u></b>	<b><u>+ 9.55%</u></b>
<b>Revised Total</b>	<b><u>\$1,262,225.90</u></b>	<b>+ 56.62%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 47.07% over the original budget for an **Authorized to Date Amount** of \$1,185,269.93.

Approval of this extra will place the authorized status of the contract 56.62% or \$456,317.17 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

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

<b>CM 4</b>		
Dewatering Site		\$10,095.97
Earth Excavation Wetland	12,000.000 Cyd @ \$5.50/Cyd	66,000.00
Stop Log Structure Cut Off Height		900.00
<b>Total</b>		<b><u>\$76,995.97</u></b>

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

**CM 4**

While completing the excavation for the wetland, an unusual amount of water was present at the site. The engineer directed the contractor to dewater the area so the work could continue. This water also caused the contractor to change the way they had to excavate some of the soils. The standard way to excavate this type of area would be to use scrapers to pick up a thin layer of soil and deposit it in a stock pile area. Due to the amount of water, scrapers could not be used. Even with the dewatering, the soils were still saturated; this required the contractor to excavate the soils using an excavator. This is a slower operation and it required the contractor to handle the soils one additional time. The extra cost for Dewatering Site and Earth Excavation Wetland is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The planned height of the stop log structure was too high to operate and had to be cut off in the field. The stop log structure is used to control the height of water in the wetland. The top of the structure needs to be accessible to adjust the height. The extra cost for Stop Log Structure Cut Off Height is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its March 27, 2008, meeting, and is now recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 18.15%, unless otherwise noted.

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

**Risk Assessment:** These items are required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 48601.

96. **Extra 2008 - 46**

Control Section/Job Number: 80555-76521 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Michigan Paving & Materials Co.  
2575 S. Haggerty Road, Suite 100  
Canton, MI 48188

Designed By: Local Agency  
Engineer's Estimate: \$1,054,786.18

Description of Project:

1.70 miles of hot mix asphalt paving, concrete curb and gutter, drainage work, earthwork, and traffic signal work on Red Arrow Highway from County Road 653 westerly to 30th Street, at the intersections of County Road 653, 33rd Street, and 30th Street, and from 33rd Street westerly to County Road 653, Van Buren County.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	October 25, 2006	
Original Contract Amount:	\$954,530.26	
Total of Overruns/Changes (Approved to Date):	17,378.53	+ 1.82%
Total of Extras/Adjustments (Approved to Date):	54,198.49	+ 5.68%
Total of Negative Adjustments (Approved to Date):	(6,569.25)	- 0.69%
<b>THIS REQUEST</b>	<b><u>13,610.22</u></b>	<b>+ 1.43%</b>
<b>Revised Total</b>	<b><u>\$1,033,148.25</u></b>	<b>+ 8.24%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.81% over the original budget for an **Authorized to Date Amount** of \$1,019,538.03.

Approval of this extra will place the authorized status of the contract 8.24% or \$78,617.99 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**

HMA 2007 Price Adjustment	1.000 LS @ \$7,600.22/LS	\$7,600.22
Concrete Cost Adjustment	1.000 LS @ \$6,010.00/LS	<u>6,010.00</u>
<b>Total</b>		<b><u>\$13,610.22</u></b>

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

Section 109.03 of the 2003 Standard Specifications for Construction states that the contractor may be paid for increased costs if they are delayed for one or more of the listed conditions. On this project the contractor was delayed due to the relocation of utilities for the project. The contractor indicated that the cost of oil for the hot mix asphalt has gone up and requested additional payment for the increase in the cost of the oil. The extra cost for HMA 2007 Price Adjustment was based on documented increased cost submitted by the contractor and verified by the engineer.

Prior to the start of the project, one of the prime contractor's subcontractor lost their prequalification to work on MDOT projects. This occurred after the subcontractor had a contract with the prime contractor; therefore, the prime contractor was entitled to an adjustment in the subcontractor's items. The prime contractor submitted documentation indicating that they could not find another contractor to complete the work at the bid prices and, therefore, were entitled to the adjustment. This information has been reviewed by the engineer who determined the prime contractor did put forth a good effort to locate a replacement subcontractor. The engineer determined a total cost adjustment for all of the concrete items and included it in this extra item. The extra costs for Concrete Post Adjustment were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

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

This Extra is recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 80%; State Restricted Economic Development, 20%, unless otherwise noted.

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

**Risk Assessment:** These items are required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 49064.

97. **Extra 2008 - 047**

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

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

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

Contractor: 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):	159,878.56	+ 10.35%
Total of Extras/Adjustments (Approved to Date):	347,970.68	+ 22.52%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>35,815.99</u></b>	<b><u>+ 2.32%</u></b>
<b>Revised Total</b>	<b><u>\$2,088,625.67</u></b>	<b>+ 35.19%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 32.87% over the original budget for an **Authorized to Date Amount** of \$2,052,809.68.

Approval of this extra will place the authorized status of the contract 35.19% or \$543,665.23 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-178	3	\$303,871.28	12/04/07

Contract Modification Number(s): 6

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

<b>CM 6</b>		
Damaged and Replaced Lights	1.000 Ea @ \$15.00/Ea	\$15.00
Traffic Control Adjustment		<u>35,800.99</u>
<b>Total</b>		<b><u>\$35,815.99</u></b>

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

**CM 6**

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 and Replaced 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.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 35 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above and the Special Provision for Minor Traffic Devices and Flag Control during an approved extension of time. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

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 March 27, 2008, meeting, and is now recommended for approval by the State Administrative Board on April 1, 2008.

**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%, unless otherwise noted.

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

**Risk Assessment:** These items 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.

98. **Extra 2008 - 048**

Control Section/Job Number: 16003-83851 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Milbocker and Sons, Inc.  
1256 29th Street  
Allegan, MI 49010

Designed By: Rowe, Inc.  
Engineer's Estimate: \$5,045,485.10

Description of Project:

Remove and replace bridge along with related approach work on Lincoln Avenue over the Cheboygan River in the city of Cheboygan, Cheboygan County.

Administrative Board Approval Date:	March 6, 2007	
Contract Date:	March 7, 2007	
Original Contract Amount:	\$5,914,937.90	
Total of Overruns/Changes (Approved to Date):	(15,008.15)	- 0.25%
Total of Extras/Adjustments (Approved to Date):	18,154.80	+ 0.31%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>118,309.60</u></b>	<b><u>+ 2.00%</u></b>
<b>Revised Total</b>	<b><u>\$6,036,394.15</u></b>	<b>+ 2.06%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.06% over the original budget for an **Authorized to Date Amount** of \$5,918,084.55.

Approval of this extra will place the authorized status of the contract 2.06% or \$121,456.25 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

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

<b>CM 4</b>	
Sheet Pile Obstructions	<u>\$118,309.60</u>
<b>Total</b>	<b><u>\$118,309.60</u></b>

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

**CM 4**

During the placement of the coffer dam, the contractor encountered buried material that was not detailed on the plans; this included large logs and old concrete foundations. The contractor claimed that this was a changed condition. The engineer agreed with the contractor that it was a changed condition and force account records were kept to keep track of the additional time to place the coffer dam. The extra cost for Sheet Pile Obstructions is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** State Restricted Trunkline, 92.83%; City of Cheboygan, 7.17%, unless otherwise noted.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 49721.

99. **Extra 2008 - 049**

Control Section/Job Number:	50458-75499	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	J. Slagter & Son Construction Co. 1326 142nd Avenue Wayland, MI 49348	
Designed By:	Anderson, Eckstein & Westrick, Inc.	
Engineer's Estimate:	\$791,045.07	

Description of Project:

Bridge rehabilitation including concrete overlay, joint replacement, pin and hanger replacement and painting of steel beams on Dickinson Street over the Clinton River in the City of Mount Clemens, Macomb County.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	March 26, 2007	
Original Contract Amount:	\$693,879.35	
Total of Overruns/Changes (Approved to Date):	76,000.25	+ 10.95%
Total of Extras/Adjustments (Approved to Date):	12,750.38	+ 1.84%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>39,302.13</u></b>	<b><u>+ 5.66%</u></b>
<b>Revised Total</b>	<b><u>\$821,932.11</u></b>	<b>+ 18.45%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.79% over the original budget for an **Authorized to Date Amount** of \$782,629.98.

Approval of this extra will place the authorized status of the contract 18.45% or \$128,052.76 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 1, 5

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

**CM 3**

Beam Plate, Seal Perimeter	3,792.200 Ft @ \$5.75/Ft	<u>\$21,805.15</u>
<b>Total</b>		<b><u>\$21,805.15</u></b>

**CM 5**

Deck Rem & Formwork (Force Account)		<u>\$17,496.98</u>
<b>Total</b>		<b><u>\$17,496.98</u></b>

**Grand Total**

**\$39,302.13**

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

**CM3**

The project included bridge painting, but did not include sealing around the plates on the bridge. The engineer directed the contractor to seal around the plates and connections on the bridge so that the full value of the bridge painting could be reached. This item was not a bid item and was added to allow for sealing prior to the painting operation. The extra costs for Beam Plate, Seal Perimeter 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 5

Once the contractor started to remove the deteriorated concrete on the bridge, a couple of areas surfaced that were more deteriorated than the rest of the deck. One area under the sidewalk and railing was sounded after the sidewalk was removed. The engineer determined that this area should be removed and replaced. The other area was discovered during the hydrodemolishing operation. This area was also removed and replaced. The extra cost for Deck Rem & Formwork (Force Account) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 81.73%; City of Mt. Clemens, 18.27%, unless otherwise noted.

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

**Risk Assessment:** These items are required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 48043.

100. **Extra 2008 - 50**

Control Section/Job Number: 63023-83916 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: Hubbell, Roth & Clark, Inc.

Engineer's Estimate: \$1,265,784.25

Description of Project:

Bridge removal and replacement along with storm sewer and water main work, hot mix asphalt paving, and guardrail on Cass Lake Road at Clinton River, Oakland County.

Administrative Board Approval Date:	November 20, 2007	
Contract Date:	December 13, 2007	
Original Contract Amount:	\$1,180,159.79	
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>85,600.00</u></b>	<b><u>+ 7.25%</u></b>
<b>Revised Total</b>	<b><u>\$1,265,759.79</u></b>	<b>+ 7.25%</b>

**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 \$1,180,159.79.

Approval of this extra will place the authorized status of the contract 7.25% or \$85,600.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

**CM 1**

Water Main, CL 54, D.I., 12 inch	70.000 Ft @ \$156.00/Ft	\$10,920.00
Gate Valve in Well, 12"	2.000 Ea @ \$4,200.00/Ea	8,400.00
Water Main, HDPE/DIPS, SDR-11, 12"	200.000 Ft @ \$331.40/Ft	<u>66,280.00</u>
<b>Total</b>		<b><u>\$85,600.00</u></b>

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

**CM 1**

The as-built location of the existing watermain on the project plans indicated that the water main was not in conflict with the proposed bridge. Once construction started it was determined to be directly under the proposed cofferdam and required relocation. The engineer directed the contractor to relocate the water main outside the limits of the proposed work. The extra cost for the three water main items above were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items completed on recent projects within the project area.

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

This Extra is recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 79.91%; State Restricted Trunkline, 14.99%; Oakland County, 5.10%, unless otherwise noted.

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

**Risk Assessment:** These items are required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 48328.

101. **Extra 2008 -051**

Control Section/Job Number: 67011-86356 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

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

Contractor: J.E. Kloote Contracting, Inc.  
11116 Fitzgerald, Suite F  
Nunica, MI 49448

Designed By: Nordland & Associate, Inc.  
Engineer's Estimate: \$332,376.40

Description of Project:

Remove existing structure and construct a pre-cast arch culvert and related approach work on 10th Avenue over Chippewa River, Osceola County.

Administrative Board Approval Date:	March 20, 2007	
Contract Date:	March 30, 2007	
Original Contract Amount:	\$317,317.50	
Total of Overruns/Changes (Approved to Date):	15,384.37	+ 4.85%
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>65,860.00</u></b>	<b><u>+ 20.76%</u></b>
<b>Revised Total</b>	<b><u>\$398,561.87</u></b>	<b>+ 25.61%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.85% over the original budget for an **Authorized to Date Amount** of \$332,701.87.

Approval of this extra will place the authorized status of the contract 25.61% or \$81,244.37 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 4

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

<b>CM 4</b>		
Cofferdams, Left in Place	1.000 LS @ \$56,500.00/LS	\$56,500.00
Open-Graded Dr Cse, CIP	117.000 Cyd @ \$80.00/Cyd	<u>9,360.00</u>
<b>Total</b>		<b><u>\$65,860.00</u></b>

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

The designer set up temporary sheet piling left in place along the edge of the stream or face of the foundations. The engineer determined due to the depth of the foundation, type of soils and water level that a full cofferdam would be a safer alternative. The engineer directed the contractor to place the temporary sheet piling left in place along the face of the foundation and then directed the contractor to complete the other three sides on both abutments to complete the cofferdam. The extra costs included in the cofferdam item are to compensate the contractor for the design, installation, maintenance, dewatering and removal/cut off of the three additional sides of the cofferdam. The extra cost for Cofferdams, Left in Place was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index, and other contracts completed by the project office.

Once the cofferdam was placed, the engineer determined that the bottom of the excavation should be covered with stone to help with the dewatering and to provide a good working surface. The engineer directed the contractor to place an open graded stone at the bottom of the excavation. The extra cost for Open-Graded Dr Cse, CIP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index, and other contracts completed by the project office.

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 March 27, 2008, meeting, and are now recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 15%; Osceola County, 5%, unless otherwise noted.

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

**Risk Assessment:** These items are required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 49679.

102. **Extra 2008 - 52**

Control Section/Job Number: 73033-86502 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% 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):	(10,238.28)	- 2.64%
Total of Extras/Adjustments (Approved to Date):	84,492.00	+ 21.75%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>7,138.52</u></b>	<b><u>+ 1.84%</u></b>
<b>Revised Total</b>	<b><u>\$469,923.63</u></b>	<b>+ 20.95%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 19.11% over the original budget for an **Authorized to Date Amount** of \$462,785.11.

Approval of this extra will place the authorized status of the contract 20.95% or \$81,392.24 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: 2

Item Number	Contract Modification Number	Amount	SAB Date
2007-188	2	\$69,972.00	12/04/07

Contract Modification Number(s): 4 r. 2

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

**CM 4**

Traffic Control Adjustment  
**Total**

\$7,138.52  
**\$7,138.52**

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

**CM 4**

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 24 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above and the special provision included in the project proposal. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

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 March 27, 2008, meeting, and is now recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 56.00%; State Restricted Trunkline, 6.60%; Kochville Township, 15.06%; Saginaw Township, 22.34%, unless otherwise noted.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48608.

103. **Extra 2008 - 53**

Control Section/Job Number: 73171-75246 MDOT Project

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

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

Contractor: Interstate Highway Construction  
P.O. Box 4356  
Englewood, CO 80155

Designed By: MDOT  
Rowe, Inc.  
HH Engineering, Limited  
URS Corporation Great Lakes

Engineer's Estimate: \$54,000,289.38

Description of Project:

6.67 miles of concrete reconstruction, widening and median enclosure, drainage and safety improvements on I-75 from Birch Run Creek northerly to Dixie Highway, and superstructure replacement on I-75 over Dixie Highway, bridge widening on I-75 over the Cass River, and bridge rehabilitation on I-75 under Maple Road, Curtis Road, Riverview Drive and Townline Road, Saginaw County. This project includes a 5 year material and workmanship pavement warranty.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 03, 2006	
Original Contract Amount:	\$49,944,782.37	
Total of Overruns/Changes (Approved to Date):	(\$5,104,924.20)	- 10.22%
Total of Extras/Adjustments (Approved to Date):	5,057,830.43	+ 10.13%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>170,215.25</u></b>	<b><u>+ 0.34%</u></b>
<b>Revised Total</b>	<b><u>\$50,067,903.85</u></b>	<b>0.25%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.09% under the original budget for an **Authorized to Date Amount** of \$49,897,688.60.

Approval of this extra will place the authorized status of the contract 0.25% or \$123,121.48 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-93	1 r. 2	\$4,576,923.49	07/03/07
2007-142	4 r. 2	\$166,711.80	10/02/07
2007-170	5, 7 r. 1	\$256,488.00	11/06/07
2007-179	9, 10	\$42,112.50	12/04/07

Contract Modification Number(s): 11, 14 r. 2

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

<b>CM 11</b>		
Subbase, CIP Less Than 6% Wash	37,185.000 Cyd @ \$0.96/Cyd	\$35,697.60
<b>Total</b>		<b><u>\$35,697.60</u></b>
<b>CM 14</b>		
Damaged & Replaced Barr. Lights	200.000 Ea @ \$15.00/Ea	\$3,000.00
Project Shut Down		14,233.98
Replace Sand Under Temp Barrier		2,960.00
Sawing Pier Cap B02-2		1,855.00
WO #12 Nbd Shoulder Repairs		12,806.99
WO #20 Correct Drainage South Crossover		6,703.63
Conc Pavt, Misc, Reinf, 6 inch	155.560 Syd @ \$49.23/Syd	7,658.22
Light Std Shaft, Rem	3.000 Ea @ \$263.00/Ea	789.00
Steel Sheet Piling, Temp, Left in Place	2,281.610 Sft @ \$37.04/Sft	84,510.83
<b>Total</b>		<b><u>\$134,517.65</u></b>
<b>Grand Total</b>		<b><u>\$170,215.25</u></b>

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

**CM 11**

The standard specifications allow using a sand material for subbase that has a loss by wash of up to 8 percent. The engineer requested the contractor to use a cleaner sand due to the use of crushed concrete for the open graded material. The concern with using crushed concrete is that some of the fine material may be washed out and plug the underdrain. As long as enough subbase material is located between the open graded material and the underdrain, crushed concrete is allowed to be used. The engineer requested the cleaner subbase to help insure that the underdrain does not get plugged with fine material. The extra costs for the Subbase, CIP Less than 6% Wash were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

**CM 14**

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. This is an estimated number of lights to cover the lights that are estimated to be damaged during the 2008 construction season.

Due to the possible shut down of the State, the engineer directed the contractor to shut down the project prior to October 1, 2007. The extra cost for Project Shut Down is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to place temporary concrete barrier on the northbound median shoulder due to the elevation change between the northbound and southbound lanes. The sand under the temporary concrete barrier washed out and the engineer directed the contractor to replace the sand. The extra cost for Replace Sand Under Temp Barrier is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

MDOT incorrectly staked the elevations for the pier cap. The engineer directed the contractor to cut off the pier cap to the correct elevation. The extra cost for Sawing Pier Cap B02-2 was negotiated in accordance with Section 103.04 of the 2003 Standard Specifications for Construction. It is based on the invoiced cost of having a specialty subcontractor perform this work. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

Traffic on the northbound lanes of I-75 wore down the existing gravel shoulder at various times during the 2007 construction season. Due to the safety concerns with the low shoulder, the engineer directed the contractor to re-grade and repair the shoulders. The extra cost for WO #12 Nbd Shoulder Repairs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The maintaining traffic plans included removing the drainage structure covers in the median and placing a steel plate over the hole, and then paving over it. Any collected rainwater could flow along the road and drain off at the ends. During heavy rain events the water could not drain fast enough and became a safety concern. The engineer directed the contractor core holes through the asphalt and steel plate to allow water to drain into the drainage structure. The extra cost for WO #20 Correct Drainage South Crossover is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The plans indicated that a concrete pad would be placed at the bus shelter at the Bridgeport Park and Ride, but did not set up a pay item for it. The engineer directed the contractor to place the concrete pad. The extra costs for the Conc Pavt, Misc, Reinf, 6 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

To complete the work at the Bridgeport Park and Ride, the existing lights had to be removed. This work was shown on the plans but a pay item was not set up for the work. The engineer directed the contractor to remove the lights. The extra costs for the Light Std Shaft, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and deemed reasonable when compared to similar items in MDOT's Average Unit Price Index. This work was completed by a subcontractor; therefore, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

The plans indicated that temporary sheet piling would be needed at the ends of the cross culverts. The engineer determined that the sheet piling should not be removed due to damage to the new roadway. The engineer directed the contractor to leave the sheet piling in place and cut it off below the road bed. This work was completed by a subcontractor; therefore, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its March 27, 2008 meeting, and are now recommended for approval by the State Administrative Board on April 1, 2008.

**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.

104. **Extra 2008 - 054**

Control Section/Job Number: 77023-59637 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: HNTB Michigan, Inc.  
URS Corporation Great Lakes

Engineer's Estimate: \$6,292,994.85

Description of Project:

72 miles of ITS cabinets, micro-loop and microwave vehicle detector hardware, dynamic message signs, CCTV cameras on I-69, west of M-19 to the Blue Water bridge, on I-94, M-29 (23 Mile Road) to I-94/I-69 interchange, on I-96 Smart Corridor, I-275 to Livingston County line, on I-96 from Livingston County line to Wayne County line and on I-96 eastbound, from Moross Road to 23 Mile (M-29) in the cities of Detroit, Harper Woods, St. Clair Shores, Eastpointe, Roseville, Mount Clemens, Port Huron, Wixom, Novi, Farmington, Farmington Hills, Oakland, Macomb, Wayne and St. Clair Counties.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 20, 2006	
Original Contract Amount:	\$5,374,237.44	
Total of Overruns/Changes (Approved to Date):	123,862.45	+ 2.30%
Total of Extras/Adjustments (Approved to Date):	58,888.00	+ 1.10%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>240,734.00</u></b>	<b><u>+ 4.48%</u></b>
<b>Revised Total</b>	<b><u>\$5,797,721.89</u></b>	<b>+ 7.88%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.40% over the original budget for an **Authorized to Date Amount** of \$5,556,987.89.

Approval of this extra will place the authorized status of the contract 7.88% or \$423,484.45 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:

<b>CM 5</b>		
Conduit, DB, 1, 4 inch	14,407.000 Ft @ \$12.00/Ft	\$172,884.00
Conduit, Directional Bore, 4 inch	2,950.000 Ft @ \$23.00/Ft	<u>67,850.00</u>
<b>Total</b>		<b><u>\$240,734.00</u></b>

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

**CM 5**

The extra conduit pay items set up on this contract modification are due to a design plan error in the project plans and the Special Provision for Meter and Service Disconnect, ITS. The project plans indicate that the electrical services required for new ITS devices shall be installed by DTE. As part of providing these new electrical services, new conduits must be placed. After discussions with DTE the engineer determined that DTE Energy does not install conduits as a part of this work; the contractor is required to do this work. As a result of this, the two additional pay items for conduit will be added to the contract. The extra cost for Conduit, DB, 1, 4 inch and Conduit, Directional Bore, 4 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and similar contracts completed in the Metro Region.

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

This Extra is recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 90%; State Restricted Trunkline, 10%, unless otherwise noted.

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

**Risk Assessment:** These items are required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 48075.

105. **Extra 2008 - 55**

Control Section/Job Number: 82022-49717 Local Agency Project

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

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

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

Designed By: 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):	504,804.86	+ 13.66%
Total of Negative Adjustments (Approved to Date):	(6,084.65)	- 0.16%
<b>THIS REQUEST</b>	<b><u>44,161.07</u></b>	<b><u>+ 1.20%</u></b>
<b>Revised Total</b>	<b><u>\$4,356,496.14</u></b>	<b>+ 17.91%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.71% over the original budget for an **Authorized to Date Amount** of \$4,312,335.07.

Approval of this extra will place the authorized status of the contract 17.91% or \$661,581.19 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
2007-180	17 r. 1	\$70,000.00	12/04/07

Contract Modification Number(s): 20

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

**CM 20**

Replace ADA Access Sidewalk Ramps

\$44,161.07

**Total**

**\$44,161.07**

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

**CM 20**

This project was awarded May 2005 and prior to the acceptance of the project both MDOT and the City of Detroit's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps.

The contractor was directed to replace the ADA ramps within the project limits. The extra cost for Replace ADA Access Sidewalk Ramps is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra was recommended for approval by the State Transportation Commission at its March 27, 2008, meeting, and is now recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 78.64%; State Restricted Trunkline, 14.74%; City of Detroit, 6/62%, unless otherwise noted.

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

**Risk Assessment:** This item was 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.

106. **Extra 2008 - 56**

Control Section/Job Number: 82131-60442 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Cadillac Asphalt, LLC.  
2575 S. Haggerty Road, Suite 100  
Canton, MI 48188

Designed By: MDOT

Engineer's Estimate: \$6,801,790.73

Description of Project:

3.932 miles of cold milling and hot mix asphalt resurfacing, intermittent reconstruction of parking lanes, curb and gutter, sidewalk replacement, joint repair, pavement markings, and traffic signal modifications on M-1 (Woodward Avenue) from Winchester Street to Tuxedo Avenue, in the cities of Detroit and Highland Park, Wayne County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	February 10, 2005	
Original Contract Amount:	\$7,315,879.38	
Total of Overruns/Changes (Approved to Date):	136,023.25	+ 1.86%
Total of Extras/Adjustments (Approved to Date):	693,784.91	+ 9.48%
Total of Negative Adjustments (Approved to Date):	(339,200.00)	- 4.64%
<b>THIS REQUEST</b>	<b><u>23,024.81</u></b>	<b><u>+ 0.31%</u></b>
<b>Revised Total</b>	<b><u>\$7,829,512.35</u></b>	<b>+ 7.01%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.70% under the original budget for an **Authorized to Date Amount** of \$7,806,487.54.

Approval of this extra will place the authorized status of the contract 7.01% or \$513,632.97 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 39 r. 1

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

**CM 39**

Pavement Repair in Front of HS  
Curb Replacement at Covington

\$18,106.41  
4,918.40

**Total**

**\$23,024.81**

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

**CM 39**

This contract modification is to compensate the contractor for 2 repairs that were not the fault of the contractor, and which did not become apparent until after the contract work was substantially completed. The first repair involves the replacement of approximately 150 feet of the right lane in front of the high school. This work included removing the asphalt, concrete base, and aggregate, then replacing everything. The second repair involved approximately 127 feet of curb that was deteriorated, but not caught earlier in the project. The contractor had to come back in to remove and replace the curb. The extra cost for Pavement Repair in Front of HS and Curb Replacement at Covington was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to 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.

**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, 81.64%; State Restricted Trunkline, 17.05%; City of Detroit, 1.31%, unless otherwise noted.

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

**Risk Assessment:** These items 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:** 48203.

107. **Extra 2008 - 57**

Control Section/Job Number: 82191-79011 MDOT Project

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

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

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

Designed By: MDOT  
Engineer's Estimate: \$60,402,742.44

Description of Project:

3.71 miles of freeway reconstruction, ramps, storm sewer reconstruction, signing and pavement marking upgrade on I-75 from north of Gibraltar Road northerly to north of King Road along with reconstruction and rehabilitation of 22 bridges on I-75 from Gibraltar Road northerly to North Line Street, in the cities of Woodhaven, Southgate, Taylor and Flat Rock, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 21, 2006	
Original Contract Amount:	\$53,517,860.76	
Total of Overruns/Changes (Approved to Date):	346,891.27	+ 0.65%
Total of Extras/Adjustments (Approved to Date):	1,600,346.05	+ 2.99%
Total of Negative Adjustments (Approved to Date):	(55,257.00)	- 0.10%
<b>THIS REQUEST</b>	<b><u>1,748,715.14</u></b>	<b><u>+ 3.27%</u></b>
<b>Revised Total</b>	<b><u>\$57,158,556.22</u></b>	<b>+ 6.80%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.54% over the original budget for an **Authorized to Date Amount** of \$55,409,841.08.

Approval of this extra will place the authorized status of the contract 6.80% or \$3,640,695.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-18	1	\$158,035.89	02/20/07

Contract Modification Number(s): 15, 23, 26

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

**CM 15**

Incentive on Southbound I-75 (Expedited One Lane Bridge Work)		\$450,000.00
Incentive on Northbound I-75 (Expedited One Lane Bridge Work)		500,000.00
Negotiated Fixed Cost (Expedited One Lane Bridge Work)		<u>440,000.00</u>
<b>Total</b>		<b><u>\$1,390,000.00</u></b>

**CM 23**

Conc Pavt, Misc, Reinf, 10-inch, High Performance, Modified	2,715.690 Syd @ \$79.80/Syd	<u>\$216,712.06</u>
<b>Total</b>		<b><u>\$216,712.06</u></b>

**CM 26**

Additional Traffic Control per W/O 57	1.000 LS @ \$5,000.00/LS	\$5,000.00
Guardrail Retrofit	3,624.420 Ft @ \$37.80/Ft	<u>137,003.08</u>
<b>Total</b>		<b><u>\$142,003.08</u></b>

**Grand Total****\$1,748,715.14****Reason(s) for Extra(s)/Adjustment(s):****CM 15**

This project is the reconstruction of approximately four miles of northbound and southbound 1-75 from north of Gibraltar Road to south of Sibley Road, including the reconstruction and rehabilitation of 22 bridges. Stage III of this project maintains both northbound and southbound 1-75 traffic on the existing southbound pavement with 11 foot wide thru lanes and one foot shy distance between vehicles and temporary concrete barrier, both within design guidelines. During Stage III an unusually high number of vehicular accidents, at this time more than 40, occurred resulting in numerous injuries and two fatalities. Motorists, police, fire and the media are beginning to voice concerns with the situation as it exists. The project is about to begin Stage VI where both northbound and southbound 1-75 traffic will be maintained on the newly constructed northbound 1-75 pavement, with 11 foot wide thru lanes and two foot shy distance between vehicles and the temporary concrete barrier. However, the bridge rehabilitation component of this project has pinch points at various bridges where thru traffic is maintained in 11 foot lanes with no shy distance. In an attempt to minimize the potential for accidents and to provide access for emergency response personnel, the project office proposed to maintain one lane of traffic in each direction throughout the bridge rehabilitation section of this project.

The engineer discussed the traffic with the Traffic Engineer from the TSC and asked them to look at the user delay costs for this area. The Traffic Engineer concluded that on northbound I-75, with an Average Daily Traffic (ADT) count of approximately 50,837 vehicles and 18 percent commercial, a one lane closure would result in a user delay cost of approximately \$154,747 per day. A two lane closure would result in a user delay cost of approximately \$295,786 per day. Similarly, southbound I-75 with an ADT of 48,112 vehicles also estimated at 18 percent commercial. A single lane closure would result in approximately a \$153,621 per day user delay cost, and a two lane closure user delay cost would be approximately \$259,902 per day.

The project office discussed this information with the Region Office and determined that they would negotiate with the contractor to determine if the work could be expedited to reduce the time that I-75 would be down to one lane in each direction. They asked the contractor to complete the work by the end of August, or approximately 30 days. This would save approximately 60 days of user delay costs of having only one lane open on I-75 in each direction.

The contractor submitted what they considered they would need to pay for additional overtime and additional manpower to complete the work within the 30 days. This cost also included any inefficiency that expediting the work may cause. The engineer reviewed the information submitted by the contractor and determined that they did reflect the additional costs necessary to complete the work within the 30 day time frame. To be sure that the work was completed as quickly as possible and the freeway opened back up to two lanes, an incentive was set up based on the user delay cost for both the northbound and southbound traffic. If the work was completed by August 31, 2007, an incentive of \$500,000 would be given to the contractor for the northbound lanes; this was an all or nothing incentive. For the southbound lanes an incentive of \$450,000 was set up if the southbound lanes of I-75 could be opened up to two lanes by August 31, 2007. On southbound I-75 the incentive was set up to include a partial amount if the lanes were not open by August 31, 2007. The work for both directions was completed by August 31, 2007; therefore the contractor would be entitled to the full incentive.

### **CM 23**

The West Road Ramp D required limited closure time due to the high volume of I-75 traffic that utilizes this ramp on a daily basis. The proposal allowed for a 30 day closure of the ramp to allow for a complete reconstruction of the ramp. The engineer determined that the existing base on the ramp would be suitable to pave on without removal and replacement. The engineer requested the contractor to close the ramp for only the time necessary to remove the pavement and repave the area. This required the contractor to pave as wide an area as possible, which caused them to modify their paving equipment to pave wider and at a reduced thickness. This reduced the closure required for the ramp work from 30 days to 7. The extra cost for Conc Pavt, Misc, Reinf, 10 inch, High Performance, Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the time, equipment and materials needed to complete the work. It is estimated that this item will be offset by a reduction in original item totaling approximately \$131,697. This reduction will be completed on a future contract modification when the project is completed.

### **CM 26**

This extra is to pay the contractor for additional traffic control costs associated with the extra item - Guardrail Retrofit (Prop #6970) per work order 57. Documentation supporting this extra is located in file 104 - Work Orders. Also, see reason for -Guardrail Retrofit on this contract modification for additional information if necessary. Documentation supporting this extra is located in project File 105.

Existing guardrail retrofit sections on northbound and southbound I-75 bridge structures R02, S17, S14 and S16 required replacement due to structural fatigue and damaged rail sections. The retrofit replacements were requested and approved by the MDOT Resident Engineer. This extra, Guardrail Retrofit, includes all costs associated with the purchase, furnishing and installation of the requested bridge guardrail retrofit elements as indicated in work order 51 and per the current MDOT standard plans. A 5% contractor markup is included in this extra. The price quoted has been compared with average unit prices for similar work and appears to be reasonable. Documentation supporting this extra is located in project File 105.

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 March 27, 2008, meeting, and are now recommended for approval by the State Administrative Board on April 1, 2008.

**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, 89.99%; State Restricted Trunkline, 9.93%; City of Taylor, 0.05%; City of Southgate, 0.02%; SBC Communications, 0.01%, unless otherwise noted.

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

**Risk Assessment:** These items 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:** 48174.

108. **Extra 2008 - 058**

Control Section/Job Number: 41131-56887 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.  
2210 Scott Lake Road  
Waterford, MI 48328

Designed By: MDOT  
Engineer's Estimate: \$11,158,342.22

Description of Project:

2.16 miles of concrete road widening, ramps, curb and gutter joint repairs, storm sewer, culvert work and guardrail upgrades on US-131/I-296 from Pearl Street north to North Park Street and joint replacement and deck patching on 6 structures on US-131 northbound from Alm Street to North Park Street in the cities of Grand Rapids and Walker, Kent County. This project includes a 5-year materials and workmanship pavement warranty.

Administrative Board Approval Date:	@	SAP	November 21, 2006	
Contract Date:			December 14, 2006	
Original Contract Amount:			\$11,684,819.49	
Total of Overruns/Changes (Approved to Date):			180,700.96	+ 1.55%
Total of Extras/Adjustments (Approved to Date):			501,757.63	+ 4.29%
Total of Negative Adjustments (Approved to Date):			(37,433.14)	- 0.32%
<b>THIS REQUEST</b>			<b><u>324,570.10</u></b>	<b><u>+ 2.78%</u></b>
<b>Revised Total</b>			<b><u>\$12,654,415.04</u></b>	<b>+ 8.30%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.52% over the original budget for an **Authorized to Date Amount** of \$12,329,844.94.

Approval of this extra will place the authorized status of the contract 8.30% or \$969,595.55 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 17

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

**CM 17**

Conc Barrier, Double Face, Type A, Mod, 0-2' Adjustment	1,259.750 Ft @ \$27.00/Ft	\$34,013.25
Conc Barrier, Split, Type A, Special Adjustment	79.250 Ft @ \$26.00/Ft	2,060.50
Conc Barrier, Single Face, Type B Adjustment	11,121.350 Ft @ \$18.00/Ft	200,184.30
Curb and Gutter, Bridge Approach Adjustment	280.800 Ft @ \$2.00/Ft	561.60
Curb and Gutter, Conc, Det D1 Adjustment	803.700 Ft @ \$1.00/Ft	803.70
Divider, Nonreinf Conc, Type 1 Adjustment	937.640 Sft @ \$2.75/Sft	2,578.51
Mobilization, Max, Adjustment	1.000 LS @ \$30,000.00/LS	30,000.00
Sidewalk Ramp, ADA Adjustment	481.300 Sft @ \$1.50/Sft	721.95
Sidewalk, Conc, 4" Adjustment	663.780 Sft @ \$1.50/Sft	995.67
Valley Gutter, Conc Adjustment	13,500.160 Ft @ \$3.90/Ft	<u>52,650.62</u>
<b>Total</b>		<b><u>\$324,570.10</u></b>

**Reason(s) for Extra(s)/Adjustment(s):****CM 17**

Prior to the start of the project, one subcontractor, selected by the prime contractor, lost their prequalification to work on MDOT projects. As this happened after the subcontractor had a contract with the prime contractor, the prime contractor was entitled to an adjustment in the subcontractor's items. The prime contractor submitted documentation indicating that they could not find another contractor to complete the work at the bid prices and, therefore, were entitled to the adjustment. This information has been reviewed by the engineer and they determined the prime contractor did put forth a good effort to locate a replacement subcontractor. The extra costs for the items on contract modification 17 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

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

This Extra is recommended for approval by the State Administrative Board on April 1, 2008.

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

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

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

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 17.79%; City of Grand Rapids, 0.36%, unless otherwise noted.

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

**Risk Assessment:** These items are required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 49504.

**OVERRUNS**

109. **Overrun 2008 - 09**

Control Section/Job Number: 73051-72911-2 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

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

Designed By: DLZ Michigan, Inc.  
Engineer's Estimate: \$1,087,172.99

Description of Project:

102.49 acres of wetland mitigation site including earth berm, controlled outfall, seeding and plantings on Curtis Road south side at the Bishop Road intersection at the Little Prairie Hunt Club, Saginaw County.

Administrative Board Approval Date:	December 6, 2005	
Contract Date:	December 22, 2005	
Original Contract Amount:	\$805,908.73	
Total of Overruns/Changes (Approved to Date):	80,590.87	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	22,350.00	+ 2.77%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>344,827.28</u></b>	<b>+ <u>42.79%</u></b>
<b>Revised Total</b>	<b><u>\$1,253,676.88</u></b>	<b>+55.56%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.77% over the original budget for an **Authorized to Date Amount** of \$908,849.60.

Approval of this overrun will place the authorized status of the contract 55.56% or \$447,768.15 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:

Earth Excavation – Wetland	63,518.330 Cyd @ \$4.27/Cyd	\$271,223.27
Topsoil Surface, Salv, 6 inch – Special	23,591.030 Cyd @ \$3.12/Cyd	<u>73,604.01</u>
<b>Total</b>		<b><u>\$344,827.28</u></b>

**Reason(s) for Overrun(s):**

The project was originally set up with 23,734 cubic yards of topsoil surface salvaging. The project required approximately 47,325 cubic yards at six inches thick. This overrun can be attributed to two issues; one is from a miscalculation by the designer. The other is due to a very wet condition on the project that required an area that had already had the topsoil surface placed to be re-graded. This area was re-graded due to an abundance of water in the areas that were supposed to be the deep areas of the project. When it was determined that the areas could not be excavated as deep as required without an extensive dewatering system, the engineer directed the contractor to relocate the deep areas to areas that were accessible. These areas had already been graded and had the topsoil replaced; therefore, the contractor had to remove the topsoil to excavate the areas and then replace the topsoil; in effect performing the operation twice. These two issues caused an overrun in the original bid item Topsoil Surface, Salv, 6 inch-Special.

The earth excavation item was miscalculated on the project. This may be partially due to the spacing used for the design and the soil borings that were completed. The design spacing used to calculate the amount of earth excavation was based on a 200 foot by 200 foot grid. According to a special provision in the proposal, a 50 foot by 50 foot grid should be used during construction, as required by the Michigan Department of Environmental Quality. The engineer directed the contractor to complete the work at the correct profiles so the wetland would operate correctly. This caused an overrun in the original bid item Earth Excavation, Wetland.

This Overrun was recommended for approval by the State Transportation Commission at its March 27, 2008, meeting and is now recommended for approval by the State Administrative Board on April 1, 2008.

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

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.85%; State Restricted Trunklines, 18.15%, unless otherwise noted.

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

**Risk Assessment:** 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:** 48601.

110. **Overrun 2008 – 10**

Control Section/Job Number: 58151-M60708 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Six-S, Inc.  
2210 Scott Lake Road  
Waterford, MI 48328

Designed By: MDOT  
Engineer's Estimate: \$644,176.96

Description of Project:

20.05 miles of concrete pavement repairs and resealing longitudinal and transverse joints with hot-poured rubber on I-75 from the Ohio State line northerly to I-275 in the City of Monroe, Monroe County.

Administrative Board Approval Date:	June 19, 2007	
Contract Date:	June 28, 2007	
Original Contract Amount:	\$525,749.93	
Total of Overruns/Changes (Approved to Date):	52,574.99	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	20,071.30	+ 3.82%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>141,145.12</u></b>	<b><u>+ 26.85 %</u></b>
<b>Revised Total</b>	<b><u>\$739,541.34</u></b>	<b>+ 40.67%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.82% over the original budget for an **Authorized to Date Amount** of \$598,396.22.

Approval of this overrun will place the authorized status of the contract 40.67% or \$213,791.41 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Repr, Reinf Conc, 12 inch	1,904.000 Syd @ \$65.53/Syd	\$124,769.12
Pavt Repr, Rem	736.000 Syd @ \$22.25/Syd	<u>16,376.00</u>
<b>Total</b>		<b><u>\$141,145.12</u></b>

**Reason(s) for Overrun(s):**

The condition of the concrete pavement at the time of construction warranted additional repairs to provide a useful life of the project. The concrete pavement on the project deteriorated at a rate greater than expected from the time of the design until the project was under construction. This caused an overrun in the original bid items Pavt Repr, Reinf Conc, 12 inch and Pavt Repr, Rem.

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 March 27, 2008, meeting and is now recommended for approval by the State Administrative Board on April 1, 2008.

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

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** State Restricted Trunkline, 100%, unless otherwise noted.

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

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

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

**Zip Codes:** 48133, 48145, 48161, 48162.

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  
March 20, 2008

Kirk T. Steudle  
Director

# SUPPLEMENTAL AGENDA

## DEPARTMENT OF TRANSPORTATION

### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 26, 2008 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: April 1, 2008 - Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

### BID LETTING

#### STATE PROJECTS

1. HIGHWAYS FOR LIFE PROJECT  
LETTING OF DECEMBER 14, 2007  
PROPOSAL 0712601  
PROJECT NH 18011-84169, ETC  
LOCAL AGRMT.  
START DATE - APRIL 01, 2008  
COMPLETION DATE - AUGUST 01, 2008
- |  |                   |                 |
|--|-------------------|-----------------|
|  | ENG. EST.         | LOW BID         |
|  | \$ 4,585,877.00   | \$ 4,477,777.77 |
|  | % OVER/UNDER EST. | -2.36 %         |

5.55 mi of demonstration road rehabilitation and bridge reconstruction project under the Highways for Life (HFL) pilot project presented by the Michigan Department of Transportation and U.S. Department of Transportation Federal Highway Administration, including drainage and guardrail upgrading along M-115 over Doc and Tom Creek and Norway Creek, Clare County. This project includes a 5 year pavement performance warranty.

BIDDER	CONTRACTOR'S BID	BEST VALUE	
<b>Central Asphalt, Inc.</b>	\$ 4,477,777.77	\$ 3,999,998.88	1 **
Pyramid Paving & Contracting Co.	\$ 4,190,777.00	\$ 3,844,199.74	WD
Rieth-Riley Construction Co., Inc.	\$ 5,755,413.00	\$ 4,903,611.87	2

3 Bidders

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

**Purpose/Business Case:** This project is a combination of bridge and road preservation. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

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

**Funding Source:**

84169A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
85241A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Best value.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48858.

2.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803032	\$ 420,819.57	\$ 511,129.67
	PROJECT STH 21021-84267		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2008		21.46 %

0.41 mi of hot mix asphalt resurfacing, widening, and enclosed drainage on US-2 and US-41 west of County Road 521 to east of County Road 521, Delta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 511,129.67</b>	<b>Same</b>	<b>1 **</b>
Musson Bros., Inc.	\$ 538,137.57	Same	2
Barley Trucking & Excavating, Inc.	\$ 559,466.98	Same	3
Snowden, Inc.	\$ 580,209.57	Same	4
Bacco Construction Company	\$ 601,882.77	Same	5
A. Lindberg & Sons, Inc.			
Smith Paving, Inc.			
Oberstar, Inc.			

5 Bidders

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

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

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

**Funding Source:**

84267A

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

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

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

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

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49829.



**Purpose/Business Case:** This project is supported by seven MDOT programs: (1) MDOT's Road Preservation Program - This program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition; (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments; (3) the program to support carpool parking lot projects - to construct a new carpool parking lot located on US-41/M-28; (4) The Railroad Crossing Program - facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company; (5) The Capital Preventive Maintenance Program - preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system; (6) The Transportation Enhancement Program - This program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads, and (7) The Passing Relief Lane Program that provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways.

**Benefit:** These treatments will delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. The goal is to allow cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The passing lane relief will reduce congestion and improve highway operations. Treatments increase vehicle safety and improve rideability for the motoring public. Reduce traffic accidents and injuries and vehicle delays. Construction of a new carpool parking lot will attract carpoolers and in addition will preserve fuel consumption and pollution control.

**Funding Source:**

100018A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
100456A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
100724A		
	Federal Highway Administration Funds (Transportation Enhancement Funds)	80.00 %
	State Restricted Trunkline Funds	18.50 %
	Champion Township	1.50 %
75463A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
80161A		
	State Restricted Trunkline Funds	100 %
83405A		
	Federal Highway Administration Funds	75.96 %
	State Rail Grade Crossing	15.60 %
	State Restricted Trunkline Funds	8.44 %
84230A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
88515A		
	State Restricted Trunkline Funds	100 %

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

**Risk Assessment:** Reduced safety, increased vehicle maintenance, and operational costs to the motoring public. There is also a greater risk of accidents and injuries due to lack of vehicle lane passing and loss of dedicated federal funding for grade crossings due to underutilization. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Lower vehicle maintenance and roadway maintenance costs with increased safety, efficiency, and capacity; wide-ranging due to the various enhancement activities allowed in the program; reduces the need to use traditional transportation funding sources for these activities. Paving the existing lot will greatly reduce the initial maintenance costs for the carpool parking lot. Our customers will benefit greatly from the reduced dust, gravel, and debris that surface from the current carpool parking lot.

**Selection:** Low bid.

**New Project Identification:** New construction, reconstruction, maintenance and enhancement.

**Zip Code:** 49814.

4. LETTING OF MARCH 07, 2008  
 PROPOSAL 0803045  
 PROJECT STG 84915-101284  
 LOCAL AGRMT.  
 START DATE - MAY 01, 2008  
 COMPLETION DATE - NOVEMBER 26, 2008

ENG. EST.  
 \$ 902,869.42

LOW BID  
 \$ 964,451.27

% OVER/UNDER EST.  
 6.82 %

Application of permanent pavement markings including longitudinal and special markings and non-freeway rumble strips on various state trunkline routes, Allegan, Kalamazoo, and St Joseph Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 964,451.27</b>	<b>Same</b>	<b>1 **</b>
R.S. Contracting, Inc.			

1 Bidder

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

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

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

**Funding Source:**

101284A

Federal Highway Administration Funds 100 %

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

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

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

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49001.





7. LETTING OF MARCH 07, 2008  
 PROPOSAL 0803075  
 PROJECT STG 84915-101283  
 LOCAL AGRMT.  
 START DATE - MAY 05, 2008  
 COMPLETION DATE - OCTOBER 10, 2008

ENG. EST.  
 \$ 676,462.07

LOW BID  
 \$ 737,649.84

% OVER/UNDER EST.  
 9.05 %

Pavement markings and non-freeway rumble strips at various locations, Berrien, Cass, and Van Buren Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>R.S. Contracting, Inc.</b>	<b>\$ 737,649.84</b>	<b>Same</b>	<b>1 **</b>
P.K. Contracting, Inc.			

1 Bidder

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

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

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

**Funding Source:**

101283A

Federal Highway Administration Funds 100 %

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

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

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

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49022.



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*  
*March 25, 2008*

Kirk T. Steudle  
Director

## SECOND SUPPLEMENTAL AGENDA

### DEPARTMENT OF TRANSPORTATION

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

T&NR Meeting: March 26, 2008 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: April 1, 2008 - Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

---

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

### CONTRACTS

1. HIGHWAYS – Railroad Force Account Work  
Master Agreement (94-0801) between MDOT and Canadian National Railway Company, dated July 5, 1994, provides for improvements under job number 103055 to traffic signal interconnections at the Highway US-12 crossing and Elkhart Road crossing near Highway M-62.

Estimated Funds:

Federal Highway Administration Funds	\$ 270,000
State Restricted Trunkline Funds	\$ 30,000
Total Funds	<u>\$ 300,000</u>

STR 14041 – 103055; Cass County  
Railroad Force Account

**Criticality:** The railroad work is required in the interest of public safety. Delaying this project could have an adverse effect on reducing vehicle/train crashes.

**Purpose/Business Case:** To improve advance warning time for motorists at the railroad crossings.

**Benefit:** Increased warning time between traffic signal and railroad device activation.

**Funding Source:** Federal Highway Administration Funds and State Railroad Grade Crossing Funds.

**Commitment Level:** 90% federal and 10% state; based on railroad estimate.

**Risk Assessment:** If the services are not performed, the possibility of vehicle entrapment on the crossings during train passage will not be decreased.

**Cost Reduction:** Improvements are on railroad property, and Canadian National Railway Company is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Improvements to existing railroad crossings.

**Zip Code:** 49112.

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*  
*March 26, 2008*

Kirk T. Steudle  
Director

-----

Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of March 26, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held March 26, 2008, be approved and adopted with Items 95, 108, and 109 of the regular agenda withdrawn by the Department of Transportation at the State Administrative Board meeting on April 1, 2008. The motion was supported by Mr. Herzig and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Mr. Saxton and unanimously approved. Mr. Keenan adjourned the meeting.

---

SECRETARY

---

CHAIRPERSON