

APPROVED

June 3, 2008

Michigan State
Administrative Board

Lansing, Michigan

May 20, 2008

A regular meeting of the State Administrative Board was held in the Rendezvous Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, May 20, 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
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Myron Frierson, Bureau Director, Finance and Administration, representing Kirk T. Steudle, Director, Department of Transportation
Elaine Madigan, Executive Director of School Finance and School Law, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

Jeff Hukill, Scott Ross, Department of Environmental Quality; James Burris, Janet Rouse, Department of Management and Budget; Eric Johnson, Department of State Police; Amy Meldrum, Department of Transportation

1. CALL TO ORDER:

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

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

Mr. Pavona moved that the minutes of the regular meeting of May 6, 2008, be approved and adopted. The motion was supported by Ms. MacDowell 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:

WAYNE COUNTY, Eloise Hospital, Wayne County General Hospital, Westland Health Center, 05/20/2008

DEPARTMENT OF COMMUNITY HEALTH,
Customer Service Division, Eligibility Quality Assurance Section, 05/20/2008
Medical Services Administration, Third Party Liability Division, 05/20/2008

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

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

Ms. MacDowell presented the Building Committee Report for the regular meeting of May 13, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held May 13, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of May 13, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held May 13, 2008, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of May 14, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held May 14, 2008, be approved and adopted with Item 27 of the regular agenda withdrawn by the Department of Transportation at the State Administrative Board meeting on May 20, 2008. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

WAYNE COUNTY, Eloise Hospital, Wayne County General Hospital, Westland Health Center, 05/20/2008

DEPARTMENT OF COMMUNITY HEALTH,
Customer Service Division, Eligibility Quality Assurance Section, 05/20/2008
Medical Services Administration, Third Party Liability Division, 05/20/2008

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

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

APPROVED

May 20, 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 **May 13, 2008**. Those present being:

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

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Socorro Guerrero, Department of Attorney General; Scott Ross,
Department of Environmental Quality; Sherry Bond, James Burris,
Janet Rouse, Department of Management and Budget; Eric Johnson,
Department of State Police; Kris Squibb, Department of Natural
Resources; Rick Dolan, Department of Transportation

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. Hofmeister, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE

May 13, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

STATE ADMINISTRATIVE BOARD

May 20, 2008
11:00 A.M. Rendezvous Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF NATURAL RESOURCES, EVART – Pere Marquette Trail Bridge over Muskegon River – Repair and Rehabilitation of Existing Trail Bridge
File No. 751/03136.JAG - Index No. 75500
Low Responsive Bidder: Steve Jones Construction, Inc., Big Rapids;
\$588,077.86

Purpose/Business Case

The purpose of this contract is to provide for the reconstruction of the existing bridge structure. The existing bridge serves as a vital link along the Pere Marquette Trail. The existing concrete footings, abutments and bearing supports have deteriorated to the point where there is a concern for footing failure and bridge stability. Components of the existing steel structure require replacement and/or maintenance services.

Benefit

The State will benefit by restoring this structure for continued public use. A study comparing repairing this bridge versus replacing it was prepared and it was determined that repairing the structure was more time and cost effective than replacement. Repairing this structure provides for public safety while preserving this historic structure.

Funding Source

100% Grant Funds

Commitment

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

Risk Assessment

Failure to approve this contract could result in structural failure and the need to replace the structure at a much higher cost or abandon this portion of the Pere Marquette Trail.

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, VASSAR – Salmo Property Site – Building Demolition, Excavation, Removal & Disposal of Contaminated Soil
File No. 761/08042.RRD - Index No. 44601
Low Responsive Bidder: MacKenzie Environmental Services, Inc., Grand Ledge;
\$289,395.13

Purpose/Business Case

The purpose of this contract is to demolish and dispose of the building and its contents, the foundations, pavements and concrete slab, excavate the contaminated soil and restore the site. The site is a former gas station which is currently abandoned. The building on the site was burned and it represents safety risks to the public. Six underground storage tanks (USTs) and their contents were removed from the site in 2004. Free product and grossly contaminated soils were observed in the UST excavations during the UST removal. The contract will demolish the building and remove contaminated soil .

Benefit

The State will benefit by removing a source of contamination and abating the environmental health hazard to protect the public and the environment.

Funding Source

100% Refined Petroleum Fund (RPF)

Commitment

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

Risk Assessment

Failure to approve this contract could result in a safety risk to the public, violate environmental regulations and risk exacerbation of health hazards due to the spread of contamination.

Zip Code

48768

3. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Allegan Street Parking Ramp – Fire Suppression Replacement
File No. 071/07209.CAK - Index Nos. 46105, 11681 & 11682
Low Responsive Bidder: Jackson Automatic Sprinkler, Ltd., Spring Arbor;
\$1,565,516.00

Purpose/Business Case

The purpose of this contract is to replace the existing fire suppression system required for safety.

Benefit

The State will benefit by having a functioning fire suppression system that meets the fire safety code.

Funding Source

33% Agency Operating Funds; 67% Lump Sum Special Maintenance Funds

Commitment

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

Risk Assessment

Failure to approve this contract could result in continued leaking, deterioration and system failure, leaving the ramp, contents and occupants at high risk of damage and/or injury.

Zip Code
48933

4. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS MANISTEE –
Manistee Armory – Armory Modifications
File No. 511/08127.RAN - Index No. 11686
Low Responsive Bidder: Ripman Construction Company, Inc., (Qualified
Disabled Veteran), St. Helen; \$735,346.00

Purpose/Business Case

The purpose of this contract is to provide construction services for the modifications to the Manistee Armory.

Benefit

The State will benefit by updating the facility to meet current DMVA standards and accommodate the present-day functions of the Michigan National Guard.

Funding Source

100% Federal Funds

Commitment

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

Risk Assessment

Failure to approve this contract could result in a loss of federal funding and leave DMVA with an outdated facility that does not meet the current needs of today's National Guard.

Zip Code

49660

5. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, CADILLAC –
Cadillac Armory – Armory Modifications
File No. 511/08126.RAN - Index No. 11685
Low Responsive Bidder: Ripman Construction Company, Inc. (Qualified
Disabled Veteran), St. Helen; \$742,298.00

Purpose/Business Case

The purpose of this contract is to provide construction services for the modifications to the Cadillac Armory.

Benefit

The State will benefit by updating the facility to meet current DMVA standards and accommodate the present-day functions of the Michigan National Guard.

Funding Source

100% Federal Funds

Commitment

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

Risk Assessment

Failure to approve this contract could result in a loss of federal funding and leave DMVA with an outdated facility that does not meet the current needs of today's National Guard.

Zip Code
49601

REVISIONS TO CONSTRUCTION CONTRACTS

6. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – G. Mennen Williams Building – Window System Removal and Installation (Abatement)
File No. 071/06111.CAK - Index No. 44108
Lansing Glass Company, Lansing; CCO No. 5, Incr. \$314,107.00

Purpose/Business Case

The purpose of this change order is to remove windows with asbestos containing glazing material.

Benefit

The State will benefit by having the existing windows replaced in a manner that is safe for the contractors and tenants.

Funding Source

100% Agency Operating 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 budget.

Risk Assessment

Failure to approve this change order will result in the window removal being in violation of State codes and an unsafe work environment for the building occupants.

Zip Code

48933

7. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Murray D. VanWagoner Building – Window System Removal and Installation
File No. 071/06107.CAK - Index No. 53234
Seabrooke Company, LLC dba/IXL Glass Company, Grosse Point Woods; CCO No. 5, Incr. \$62,842.56

Purpose/Business Case

The purpose of this change order is to remove asbestos containing caulk material from existing window openings so new windows can be installed.

Benefit

The State will benefit by having the existing windows replaced in a manner that is safe for the contractors and tenants.

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 budget.

Risk Assessment

Failure to approve this change order will result in the window removal being in violation of State codes and an unsafe work environment for the building occupants.

Zip Code

48933

- 8. DEPARTMENT OF MANAGEMENT AND BUDGET, GRAND RAPIDS – Grand Rapids State Office Building – Building Renovation
File No. 071/05263.FAR - Index No. 44405
Carrier Construction Company, Inc., Hickory Corners; CCO No. 21, Incr. \$24,838.00

Purpose/Business Case

The purpose of this change order is to replace the existing undersized cooling coil serving AHU-6 with a larger unit.

Benefit

The State will benefit by being able to supply an adequate amount of cooling to make the office space comfortable during warm weather.

Funding Source

100% Agency Operating 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 budget.

Risk Assessment

Failure to approve this change order will result in areas of the building not being cooled properly.

Zip Code

49503

- 9. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, ISHPEMING - Ishpeming Armory - Renovations
File No. 511/07220.EEW - Index No. 13707
Closner Construction & Sales, Inc., Marquette; CCO No. 1, Incr. \$125,877.00

Purpose/Business Case

The purpose of this change order is to bring the project into compliance with State Construction Codes. Included in the change order is the construction of a fire separation wall between the new kitchen and the assembly hall, changes to the assembly hall roof, the kitchen and lower locker room to accommodate the new wall and modifications to the wire mesh partitions in the lower storage room.

Benefit

The State will benefit from this contract by having a professional construction contractor perform the work to the latest State Building, Fire and Safety Codes.

Funding Source

100% Agency Operating 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 budget.

Risk Assessment

Failure to approve this change order will result in the agency not receiving a Certificate of Occupancy from the State Bureau of Construction Codes since the project would not conform to the State Building, Fire and Safety Codes.

Zip Code

49849

10. DEPARTMENT OF ENVIRONMENTAL QUALITY, SCHOOLCRAFT –
Schoolcraft Area Organics – Plum G-Groundwater Remediation Operation and
Maintenance Services
File No. 761/98098.AGY - Index No. 44501
LANEX, Three Rivers; CCO No. 10, Incr. \$159,236.00

Purpose/Business Case

The purpose of this change order is to provide 24 months of operation and maintenance services necessary for the operation of the remediation system at the site. This site is still contaminated and requires more cleanup activities. It's anticipated that the treatment system will continue to operate until the groundwater meets cleanup standards.

Benefit

The State will benefit by protecting the environment through removing and treating contaminated groundwater.

Funding Source

100% Clean Michigan Initiative (CMI)

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 budget.

Risk Assessment

Failure to approve this change order could result in violating environmental regulations and risk exacerbation of health hazards to the public due to the spread of contamination.

Zip Code

49087

LEASE FOR PRIVATE PROPERTY

11. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, GAYLORD - New Sub
Lease #11360 effective May 1, 2008, through June 30, 2013, with Northeast
Michigan Consortium, a Public Body Corporate, 20709 State Street, PO Box 711,

Onaway, Michigan 49765, as Sub Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth, as Sub Lessee, for 114 square feet of office space located at 2927 D & M Drive, Gaylord, Michigan 49735. The annual per square foot rental rate for this space is \$13.74 (\$130.45 per month). This is a full service Sub Lease. This Sub Lease contains two five-year renewal options with an annual per square foot rental rate of \$14.28 (\$135.69 per month) for the first option and \$14.85 (\$141.12 per month) for the second option. This Sub Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has conditionally approved this Sub Lease as to legal form and the condition has been met.

Purpose/Business Case

The Department of Labor and Economic Growth, Bureau of Workforce Programs (DLEG, BWP) utilizes this space. This is in conjunction with the co-location initiative with the Michigan Works! Agencies.

Benefit

This Sub Lease allows the Department to colocate with the Michigan Works! Agency. This is an all-inclusive lease rate.

Funding Source

100% Federal Funds

Commitment Level

Five years and two months with two five-year options; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Sub Lease will hinder the Department from meeting the co-location initiative with the Michigan Works! Agency and providing uninterrupted services.

Zip Code

49735

Ms. MacDowell presented the Building Committee Report for the regular meeting of May 13, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held May 13, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

APPROVED

May 20, 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
11:00 a.m. on **May 13, 2008**. Those present being:

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

Member: Socorro Guerrero, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Scott Ross, Department of Environmental Quality; Brandon Hofmeister, Lt. Governor's Office; Sherry Bond, James Burris, Janet Rouse, Department of Management and Budget; Eric Johnson, Department of State Police; Kris Squibb, Department of Natural Resources; Rick Dolan Department of Transportation

The Finance and Claims Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

A G E N D A

5/12/08 3:20 version

FINANCE AND CLAIMS COMMITTEE

May 13, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

May 20, 2008, 11:00 a.m.
Rendezvous Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF AGRICULTURE

| | | |
|--|--|--------------------|
| 1) Chippewa-East Mackinac Conservation District Sault Ste. Marie, MI | \$ 26,700.00 Amendment | |
| | \$ 38,305.00 New Total | |
| | FY08 | 100% Federal Funds |
| | Additional funds for in-state services to set, record, monitor, remove and data collection for 445 Emerald Ash Borer Panel Traps in Chippewa and Mackinac Counties | |

2. DEPARTMENT OF COMMUNITY HEALTH

| | | |
|---------------------------------------|---|--------------------------------------|
| 1) Timothy Paul Hill Grand Rapids, MI | \$ 50,000.00 Total | |
| | FY08-10 | 50% Federal Funds 50% Local Funds |
| | Two-year grant agreement to provide funding for primary care medical, dental or mental health professionals willing to work full-time in a Michigan Health Professional Shortage Area | |

2. DEPARTMENT OF COMMUNITY HEALTH continued

- 2) Detroit Area Agency on Aging \$ 450,000.00 Total
Detroit, MI **FY08** 100% State Restricted
Six-month grant agreement to
provide funding for the
enhancement of nursing
facility care in the Detroit
Area by assisting local
nursing facilities
- 3) Greater Detroit Area Health \$ 300,000.00 Total
Council **FY08** 50% Federal Funds
Detroit, MI 50% State General Funds
Six-month grant agreement to
provide funding for the Plan
First expansion in the Wayne
County area
- 4) Michigan Assoc. of Community \$ 119,950.00 Amendment
Mental Health Boards \$ 218,423.00 New Total
Lansing, MI **FY08** 100% Federal Funds
Additional funding for one-
year grant agreement to
provide coordination of
multiple activities necessary
to meet the goals of several
federal system change grants
- 5) MHA Center for Health \$ 49,000.00 Amendment
Resources \$ 1,365,983.00 New Total
Flint, MI **FY08** 100% Federal Funds
Additional funding for one
year grant agreement to
provide funding for regional
medical bio-defense networks.

3. DEPARTMENT OF CORRECTIONS

- 1) Phoenix House, Inc. \$ 23,085.00 Amendment
Calumet, MI \$ 47,985.00 New Total
FY08 100% General Fund
Additional funds to provide
residential substance abuse
treatment to prisoners,
parolees and probationers

4. DEPARTMENT OF EDUCATION

| | | |
|----|--------------------------------|---|
| 1) | K. Hairston LLC Haslett, MI | NOT TO EXCEED \$ 24,500.00 Amendment \$ 49,000.00 New Total FY07-08 100% Federal Funds Additional funds for a program consultant to develop the Memorandum of Understanding with Michigan Virtual University for Michigan LearnPort - original contract was under \$25,000 |
|----|--------------------------------|---|

5. DEPARTMENT OF ENVIRONMENTAL QUALITY

| | | |
|----|--|--|
| 1) | Various (Listing on file) | \$ 4,062,902.00 Total FY08-10 100% State Restricted Waterfront Redevelopment Grants |
| 2) | Michigan United Conservation Club (MUCC) Lansing, MI | \$ 98,000.00 Total FY08 100% State Restricted One-year, four-month, 10-day grant to provide incentive to the Michigan Great Wood Stove Change-out Program |
| 3) | Various (Listing on file) | \$ 1,369,363.00 Total FY08-10 100% State Restricted Two-year, one-day grants for Brownfield Redevelopment |
| 4) | City of Hart Hart, MI | \$ 100,515.00 Amendment \$ 279,150.00 New Total FY07-09 100% State Restricted To conduct environmental response activities and remediation activities to protect public health, the environment, and assist in the redevelopment of brownfields |

7. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Statewide Workforce Development Boards
(Listing on file) \$ 15,630,000.00 Total
FY08-09 100% Federal Funds
Annual federal formula funding to enable Grantees to provide an array of employment - related labor exchange services including job search assistance, job referral and placement assistance for job seekers, re-employment services to unemployment insurance claimants and recruitment services to employers with job openings
- 2) William Listman
Macomb, MI \$ 40,000.00 Amendment
\$ 134,999.00 New Total
FY08 100% Restricted Funds
Additional funds are needed for this SAAG contract to adequately represent and defend the Homeowner Construction Lien Recovery Fund
- 3) Laura McMahon Lynch
Grosse Pointe, MI \$ 5,000.00 Amendment
\$ 29,999.00 New Total
FY08 100% Restricted Funds
Additional funds are needed for this SAAG contract to adequately represent and defend the Homeowner Construction Lien Recovery Fund
- 4) Bruce Redman
Bloomfield Hills, MI \$ 34,000.00 Amendment
\$ 84,000.00 New Total
FY08 100% Restricted Funds
Additional funds are needed for this SAAG contract to adequately represent and defend the Homeowner Construction Lien Recovery Fund

8. DEPARTMENT OF NATURAL RESOURCES

| | |
|---|--|
| 1) Various Land/Water Conservation Grants (Listing on file) | \$ 830,600.00 Total FY08-10 100% Federal Funds Grant awards for the development of recreational land and facilities within the State of Michigan by local units of government and the Department of Natural Resources |
|---|--|

9. DEPARTMENT OF STATE

| | |
|---|---|
| 1) Grand Rapids Community College Grand Rapids, MI | \$ 77,999.52 Total FY08 100% Restricted Funds Grant funds to provide training to motorcycle riders required by law to complete a motorcycle safety course to be eligible to receive a motorcycle endorsement on their driver's license |
|---|---|

| | |
|---------------------------------------|---|
| 2) Schoolcraft College Livonia, MI | \$ 77,999.34 Total FY08 100% Restricted Funds Grant funds to provide training to motorcycle riders required by law to complete a motorcycle safety course to be eligible to receive a motorcycle endorsement on their driver's license |
|---------------------------------------|---|

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

10. DEPARTMENT OF ENVIRONMENTAL QUALITY

| | |
|---|--|
| 1) Absopure Water Company Plymouth, MI | \$ 190,700.00 (3 years) FY08-11 100% Restricted Funds 071I8200083 Drinking Water Services |
|---|--|

11. DEPARTMENT OF INFORMATION TECHNOLOGY

Various RE:START Vendors

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

- | | | |
|----|---|--|
| 1) | Business Solutions 21 (Danesh Manik) East Lansing, MI | \$ 176,800.00 (1 year) FY08 100% Restricted Funds 071I82000112 For a Consultant to gather and develop user requirements and formulate business processes for the purpose of acquiring a third party integrator to build IT application systems |
| 2) | Ramsoft (Jill Mason) Southfield, MI | \$ 187,200.00 (1 year) FY08 100% Restricted Funds 071I8200103 To obtain quotations for temporary professional services to assist with the Filenet Operations Support for the Department of Treasury |
| 3) | Ramsoft (Noorulla Shaik) Southfield, MI | \$ 145,600.00 (1 year) FY08 100% Restricted Funds 071I8200123 To assist the Michigan State Police to establish a staff augmentation contract for one senior level programmer analyst. This position to have the ability to evaluate and review current practices and improve the operations and the reporting of crime statistics within the Uniform Crime Reporting Unit |

11. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 4) System Technology Group \$ 228,800.00 (1 year)
(Sriram Madhava Rao) **FY08** 100% Restricted Funds
Troy, MI 071I8200140 To obtain
quotations for one Senior
Project Manager to assist on
new development, enhancement
and maintenance projects for
the primary retirement systems
used by the Office of
Retirement Services
- 5) TekSystems \$ 412,500.00 (1 year)
(Scott Wiseman) **FY08** 100% General Funds
Grand Rapids, MI 071I8200114 To obtain
temporary intermittent
employees services to assist in
the deployment of workstation
and laptop equipment

12. DEPARTMENT OF NATURAL RESOURCES

- 1) Birchler Arroyo Associates \$ 65,335.00 (2 years)
Lathrup Village, Mi **FY08-10** 50% Federal Funds
50% Restricted Funds
071I8200082 Consulting
Services for Park Management
Planning for the Parks &
Recreation Division

13. DEPARTMENT OF STATE POLICE

- 1) Botach Tactical \$ 142,081.50 (One-Time)
Los Angeles, CA **FY08** 100% General Funds
551R8200047 Leather Boots
- 2) Danner, Inc. \$ 138,624.50 (One-Time)
Minneapolis, MN **FY08** 100% General Funds
Leather Boots
- 3) Remotec, Inc. \$ 373,485.00 (One-Time)
Clinton, TN **FY08** 100% Federal Funds
071I8200111 Radio Control
Assembly

13. DEPARTMENT OF STATE POLICE continued

| | | |
|----|---|---|
| 4) | UXB International, Inc. Blacksburg, VA | \$ 320,000.00 (One-Time) |
| | | FY08 100% Federal Funds |
| | | 071I8200113 Mobile Explosive Containment Chamber |

CONTRACT CHANGES

14. DEPARTMENT OF COMMUNITY HEALTH

| | | |
|----|---|---|
| 1) | Milliman Consultants and Actuaries Indianapolis, IN | \$ 500,000.00 Amendment \$ 2,396,000.00 New Total |
| | | FY08-09 100% General Funds |
| | | 071B6200134 Additional funds for a one-year option to the contract for Actuarial Services |

| | | |
|----|--|---|
| 2) | Wolinski & Company, CPA Detroit, MI | \$ 960,000.00 Amendment \$ 3,387,750.00 New Total |
| | | FY08-09 50% Federal 50% GF |
| | | 071B5200292 Additional funds for a one-year option to the contract for Medicaid Long-term Care Provider Audits |

15. DEPARTMENT OF INFORMATION TECHNOLOGY

| | | |
|----|---------------------------------|---|
| 1) | Lawson Software Columbus, OH | \$ 2,984,291.80 Amendment \$ 20,763,720.80 New Total |
| | | FY08-10 24% General Funds 76% Restricted Funds |
| | | 071B8000605 Additional funds for a two-year option to the contract for Lawson HRMN Training and Consulting Services for the Civil Service Commission |

15. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 2) Northrop Grumman Information \$ 281,000.00 Amendment
Technology \$ 3,554,792.91 New Total
Chantilly, VA **FY08-09** 17.2% General Funds
82.8% Restricted Funds
071B2001367 Additional funds
for a one-year extension of the
contract for Uniform Commercial
Code eDOS Maintenance for the
Department of State
- 3) left blank intentionally

Various RE:START Vendors

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

- 4) Analysts International \$ 164,320.00 Amendment
(Del Felker) \$ 328,640.00 New Total
Lansing, MI **FY08** 100% Federal Funds
071B7200243 Additional funds
for a one-year option to the
contract for a Senior
Programmer/Analyst for
development, maintenance, and
support of web page
applications to support
Unemployment Insurance Agency
claims filing and issue
adjudication processes for the
Department of Labor and
Economic Growth

16. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Aarmo, Inc. \$ 214,715.20 Amendment
Oak Park, MI \$ 3,716,820.70 New Total
FY08-09 100% Restricted Funds
071B6200302 Additional funds
to add Unarmed Security Guard
Services at the State
Fairgrounds (contractor
replacement)
- 2) Actiondata, Inc. \$ 220,928.12 Amendment
Southfield, MI \$ 7,598,440.66 New Total
FY08 100% Restricted
071B9000585 Additional funds
for Data Entry Services in the
Lansing and Detroit Areas for
DCH, DEQ, DLEG, and MDOT
- 3) Alpena Lawn Care and \$ 24,347.30 Amendment
Maintenance \$ 122,516.50 New Total
Alpena, MI **FY08-09** 100% Restricted Funds
071B4200196 Additional funds
for a one-year option to the
contract for Roadside Mowing in
Osceola and Kalkaska Counties
for the Department of
Transportation

17. DEPARTMENT OF STATE POLICE/DEPARTMENT OF CORRECTIONS

- 1) CMP Distributors \$ 125,000.00 Amendment
Lansing, MI \$ 1,028,250.00 New Total
FY09 100% General Funds
071B5200343 Additional funds
for Body Armor
- 2) W. Nuhsbaum, Inc. \$ 414,603.00 Amendment
McHenry, IL \$ 1,588,693.04 New Total
FY08 100% Restricted Funds
071B4200353 Additional funds
for the contract for
Stereomicroscopes and Various
Scopes for the Forensic Science
Division

18. DEPARTMENT OF TRANSPORTATION

- 1) B & L Landscaping \$ 129,973.02 Amendment
Oak Park, MI \$ 627,337.81 New Total
FY08 100% Restricted Funds
071B4200215 Additional funds
for a one-year option to the
contract for Roadside Mowing
Services
- 2) B & L Landscaping \$ 144,270.51 Amendment
Oak Park, MI \$ 696,773.06 New Total
FY08 100% Restricted Funds
071B4200215 Additional funds
for a one-year option to the
contract for Roadside Mowing
Services
- 3) Kindy Farms \$ 27,645.08 Amendment
Freeland, MI \$ 162,367.58 New Total
FY08 100% Restricted Funds
071B2001502 Additional funds
for a one-year option to the
contract for Roadside Mowing
Services
- 4) Services to Enhance Potential \$ 29,763.48 Amendment
Wayne, MI \$ 148,817.40 New Total
FY08-09 100% Restricted Funds
071B4200242 Additional funds
for a one-year option to the
contract for Janitorial
Services

19. DEPARTMENT OF TREASURY

- 1) Camtronics Communication \$ 49,460.00 Amendment
Company \$ 250,658.00 New Total
Detroit, MI **FY08-09** 100% Restricted
071B4200170 Additional funds
for a 10-month option to the
contract for Building Security
System Maintenance for the
Michigan Gaming Board

19. DEPARTMENT OF TREASURY continued

- 2) Standard Register Company \$ 392,000.00 Amendment
Grand Rapids, MI \$ 1,826,619.85 New Total
FY09 100% Restricted Funds
071B3001314 Additional funds
for a one-year option to the
contract for State Treasurer
Warrant Base Stock

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

20. DEPARTMENT OF COMMUNITY HEALTH

- 1) Angll Osman \$ 50.00

The claimant (08-SAB-054) requests \$50.00 reimbursement for monies taken from his locker when staff opened the incorrect one. The Department recommends approval of this claim.

21. DEPARTMENT OF CORRECTIONS

- 1) Ronald Anderson #144922 \$ 40.00

The Claimant (07-SAB/DOC-416) requests \$40.00 reimbursement for a bankruptcy kit lost while under control of the Department. The Department recommends approval of this claim.

- 2) George Barringer #238104 \$ 34.10

The Claimant (08-SAB/DOC-057) requests \$34.10 reimbursement for his radio/tape player lost while under control of the Department. The Department recommends approval of this claim.

- 3) Jerome Bieszcz #249848 \$ 15.50

The Claimant (08-SAB/DOC-175) requests \$15.50 reimbursement for restocking and shipping charges related to his order from Mike's Better Shoes. The Department recommends approval of this claim.

21. DEPARTMENT OF CORRECTIONS continued

4) James Brown #485623 \$112.32

The Claimant (07-SAB/DOC-057) requests \$112.32 reimbursement for his TV, cards, totes, and earrings damaged by staff . The Department recommends denial of this claim.

5) Brandon Hampton #369089 \$ 54.99

The Claimant (08-SAB/DOC-178) requests \$54.99 reimbursement for one pair of shoes lost during transfer. The Department recommends approval of this claim.

6) Antwain Hickmon #235329 \$ 24.06

The Claimant (08-SAB/DOC-029) requests \$24.06 reimbursement for 5 books ordered and never received. The Department recommends approval of this claim.

7) James Jenkins #250662 \$ 79.00

The Claimant (08-SAB/DOC-181) requests \$79.00 reimbursement for his footlocker damaged during a shakedown. The Department recommends approval of this claim.

8) Vernen Kirkwood #613201 \$ 11.75

The Claimant (08-SAB/DOC-062) requests \$11.75 reimbursement for his watch lost during transfer. The Department recommends approval of this claim.

9) Steven Lyons #320778 \$ 30.98

The Claimant (08-SAB/DOC-053) requests \$30.98 reimbursement for his t-shirt lost while under control of the Department. The Department recommends approval of this claim.

10) Larry McMillian #233697 \$ 86.81

The Claimant (08-SAB/DOC-183) requests \$86.81 reimbursement for his TV destroyed by staff. The Department recommends approval of this claim.

21. DEPARTMENT OF CORRECTIONS continued

11) James Marlin #126964 \$ 10.00

The Claimant (08-SAB/DOC-009) requests \$10.00 reimbursement for his headphones damaged during transfer. The Department recommends approval of \$20.59 for this claim.

12) Marcus Martin #444106 \$ 38.90

The Claimant (08-SAB/DOC-092) requests \$38.90 reimbursement for his tape player lost while under control of the Department. The Department recommends approval of this claim.

13) Michael Pocock #225309 \$ 9.90

The Claimant (08-SAB/DOC-065) requests \$9.90 reimbursement for his guitar strings ordered and never received. The Department recommends approval of this claim.

14) Grover Renfroe #403379 \$ 27.99

The Claimant (08-SAB/DOC-186) requests \$27.99 reimbursement for his tennis shoes lost while under control of the Department. The Department recommends approval of this claim.

15) Jimmy Vance #159616 \$ 75.00

The Claimant (08-SAB/DOC-190) requests \$75.00 reimbursement for his clock given to another inmate by mistake. The Department recommends approval of this claim.

22. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Chieu Ngo \$999.99

The claimant (08-SAB-033) requests \$999.99 reimbursement for damage to her vehicle when a sign fell over and scratched it. The Department recommends approval of this claim.

23. DEPARTMENT OF STATE

- 1) Karen Birner \$140.00

The claimant (08-SAB-037) requests \$140.00 reimbursement for towing and impound charges due to Secretary of State error. The Department recommends approval of this claim.

24. DEPARTMENT OF STATE POLICE

- 1) Tpr. Michael A. Schroeder \$ 60.00

The claimant (08-SAB-057) requests \$60.00 reimbursement for his watch damaged during an arrest of a suspect. The Department recommends approval of this claim.

25. DEPARTMENT OF TRANSPORTATION

- 1) Robert Lahtela \$250.00

The claimant (08-SAB-056) requests \$250.00 reimbursement for damage to his windshield from loose rocks. The Department recommends approval of this claim.

- 2) Tom Marino \$209.00

The claimant (08-SAB-045) requests \$209.00 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 3) Dick Picard \$409.56

The claimant (08-SAB-038) requests \$409.56 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 4) Hope Rix \$938.00

The claimant (08-SAB-044) requests \$938.00 reimbursement for damage to her vehicle after hitting a pothole. The Department recommends denial of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

26. DEPARTMENT OF CORRECTIONS

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

Marquette Correctional Facility, 5/13/2008
Saginaw Correctional Facility, 5/13/2008

27. DEPARTMENT OF ENVIRONMENTAL QUALITY

Requests approval of a document entitled, "Joint Funding Agreement Between the State of Michigan, Department of Environmental Quality, and Michigan State University."

28. DEPARTMENT OF HUMAN SERVICES

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29. MICHIGAN STRATEGIC FUND

- 1) Request from the Renaissance Zone Review Board for approval of a 15-year Agricultural Processing Renaissance Zone

Village of Ovid/Clinton County - Michigan Milk Producers Association (MMPA), New Agricultural Processing Renaissance Zone

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.

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of May 13, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held May 13, 2008, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

APPROVED

May 20, 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 May 14, 2008. Those present being:

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

Member: Steven Liedel, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Keith Brown, Connie Hanrahan, Judy Kransz, Amy Meldrum, Ron
Paulson, Pat Scarlett, Betsy Steudle, Karen Watson, Department of
Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

A retroactive letter was received from Kirk Steudle, Director of
the Department of Transportation, regarding Item 19 of the regular
agenda.

Following discussion, Mr. Shell moved that the Transportation regular
agenda be recommended to the State Administrative Board for approval
with Items 25 and 27 of the regular agenda contingent upon approval by
the Office of Commission Audit; Item 27 of the regular agenda
contingent upon approval by the Attorney General; Item 42 of the
regular agenda contingent upon receipt of the 10% over engineer's
estimate letter; and Item 32 of the regular agenda contingent upon
additional information. Supported by Mr. Liedel, the motion was
unanimously adopted.

Mr. Pavona adjourned the meeting.

***At the State Administrative Board meeting on May 20, 2008, Item 27 of
the regular agenda was withdrawn by the Department of Transportation.***

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 14, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: May 20, 2008 – Rendezvous 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 1176, Control Section 53034, Parcel 171, Part A

The subject tract is located in the township of Amber, Mason County, Michigan, and contains approximately 0.82 acres. The Mason County Drain Commissioner has requested an easement for cleaning, relocating, deepening, widening, straightening, tiling, constructing, extending, adding branches to, and maintaining the Eagle School Drain. MDOT has agreed to grant an easement to the Mason County Drain Commissioner as a mutual benefit. The Mason County Drain Commissioner has agreed to build the proper outlet structure with trash rack that MDOT determined is needed at this location. The outlet that will be installed across this easement will allow installation of a pipe to carry excess drainage from the developed site directly to the drain that crosses along the east side of MDOT property. This outlet will keep excess amounts of the site drainage from going through MDOT wetland and will reduce the amount of sediment and other contamination entering MDOT’s wetland from the site. The transaction has been approved by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Real Estate Division, on January 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: This is a mutual benefit transaction. Failure to process this transaction would prevent the Mason County Drain Commission from being able to modify and maintain the Eagle School Drain in the manner necessary to impede excess drainage from emptying onto an MDOT wetland site.

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: N/A.

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: 49454.

2. HIGHWAYS (Real Estate) – Resolution “B” (Over the Counter Sale)

Tract 684, Control Section 83033, Parcel 808, Part B

The subject tract is located in the township of Liberty, Wexford County, Michigan, and contains approximately 15.25 acres. The tract was offered for sale at public auction on December 13, 2007, and did not sell. It was approved to be available for over-the-counter sale on December 18, 2007. The tract was appraised by Janet Hartford, Property Analyst, on August 13, 2007, at \$22,900. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on October 2, 2007, at the amount of \$22,900. Marc William Schumacher has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$22,900, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess 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: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess 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: 49663.

3. HIGHWAYS (Real Estate) – Resolution “C” (Over the Counter Sale)

Tract 277, Control Section 60011, Parcel 14, Part A, and, Parcel 14E, Part A

The subject tract is located in the township of Avery, Montmorency County, Michigan, and contains approximately 0.96 acres. The tract was offered for sale at public auction on December 13, 2007, and did not sell. It was approved to be available for over-the-counter sale on December 18, 2007. The tract was appraised by Janet Hartford, North Region Property Analyst, on October 22, 2007, at \$2,900. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on October 22, 2007, at the amount of \$2,900. Tom Rosebrugh has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$2,900, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess 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: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess 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: 49709.

4. HIGHWAYS (Real Estate) – Resolution “D” (Sale to Abutting Owner)

Tract 393, Control Section 83033, Parcel 571, Part A

The subject tract is located in the township of Haring, Wexford County, Michigan, and contains approximately 1.34 acres. The tract is landlocked, and there is one abutting owner. The tract was appraised by Janet Harford, Property Analyst for the North Region, on August 12, 2007, at \$1,200. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on September 24, 2007, at the amount of \$1,200. The sole abutting owner, Caribou Investments, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$1,200, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess 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: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess 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: 49601.

5. HIGHWAYS (Real Estate) – Resolution “E” (Sale to Abutting Owner)
Tract 673, Control Section 83033, Parcel 783, Part B

The subject tract is located in the township of Liberty, Wexford County, Michigan, and contains approximately 1.03 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Janet Harford, Property Analyst for the North Region, on August 13, 2007, at \$1,050. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on October 4, 2007, at the amount of \$1,050. The sole abutting owner, Kathleen Jensen Philo, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$1,050, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess 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: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess 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: 49663.

6. HIGHWAYS (Real Estate) – Resolution “F” (Sale to Abutting Owner)
Tract 388, Control Section 83033, Parcel 520, Part B

The subject tract is located in the township of Haring, Wexford County, Michigan, and contains approximately 1.09 acres. The tract is landlocked and there is one abutting owner. The tract was appraised by Janet Harford, Property Analyst for the North Region, on August 13, 2007, at \$1,000. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on September 24, 2007, at the amount of \$1,000. The sole abutting owner, Baker College of Cadillac, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$1,000, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess 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: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess 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: 49601.

7. HIGHWAYS (Real Estate) – Resolution “G” (Sale to Abutting Owner)
Tract 636, Control Section 83033, Parcel 704AP, Part B

The subject tract is located in the township of Cedar Creek, Wexford County, Michigan, and contains approximately 0.02 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Janet Harford, Property Analyst for the North Region, on August 13, 2007, at \$1. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on September 25, 2007, at the amount of \$1. The sole abutting owners, Robert A. and Rebecca J. Miller, have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$1, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a sale of an undersized parcel with no right of direct ingress or egress to Highway US-131 for which the highest and best use is assemblage with the abutting land.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess 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.

Funding Source: N/A – transaction is essentially revenue neutral.

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

Risk Assessment: If excess 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: 49663.

8. HIGHWAYS (Real Estate) – Resolution “H” (Land Acquisition and Easement Grant)
Control Sections 41064, 70025

MDOT constructed highway M-6 across Ottawa and Kent Counties, Michigan. Consumers Energy Corporation owns a lengthy corridor of land in those counties that is used for overhead electric transmission lines and towers, portions of which MDOT needed to construct M-6. Consumers Energy Corporation has agreed to convey to MDOT the land and easements needed for M-6 in exchange for an easement from MDOT to Consumers Energy Corporation that will be used to restore its corridor for existing and future electric lines. MDOT will pay Consumers Energy Corporation \$6,500,000 for this exchange of property rights. In turn, Consumers Energy Corporation will pay MDOT \$43,500 for a utility easement. The transaction was approved for exchange by Matt DeLong, Administrator, Real Estate Division, on July 10, 2007.

Criticality: Award of this agreement will allow MDOT to finalize ongoing negotiations with Consumers Energy Corporation and obtain title for property on which highway M-6 has already been built.

Purpose/Business Case: To provide the terms for the transaction, the documents to be exchanged, and the funds to be released to Consumers Energy Corporation.

Benefit: MDOT will legally own the property on which a portion of highway M-6 has been built.

Funding Source: The funds for this transaction have been programmed for several years and the monies set aside.

Commitment Level: The acquisition/exchange costs are fixed based on appraisals performed on all properties. The engineering costs are estimated based on established costs at the time of contract. MDOT will not be committed to any increase in these estimates due to time.

Risk Assessment: MDOT built this highway on Consumers Energy Corporation lands with a right of entry granted by Consumers Energy Corporation. It is important to close this transaction and take possession of the land on which the highway has already been constructed.

Cost Reduction: MDOT needs to pay Consumers Energy Corporation for the acquired property as soon as possible since the determination of value was made five to six years ago. Consumers Energy Corporation has not asked for interest to be paid on the unpaid compensation but could ask MDOT to pay interest from the date on which the values were determined. This results in considerable savings to MDOT.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49315, 49518, 49427.

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

Amendatory Contract (2006-0401/A1) between MDOT and the Livingston County Board of Commissioners will increase the contract amount by \$47,000 due to higher than anticipated costs associated with the taxiway construction. The original contract provides for the extension of taxiways A and B and for the rehabilitation of taxiway B at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. The contract term remains unchanged, June 21, 2006, through June 20, 2026. The revised contract amount will be \$2,097,000. Source of Funds:

| | <u>Previous Total</u> | <u>Total Increase</u> | <u>Revised Total</u> |
|-------------------------|-----------------------|-----------------------|----------------------|
| State Bond Funds | \$1,947,500 | \$44,650 | \$1,992,150 |
| Livingston County Funds | \$ 102,500 | \$ 2,350 | \$ 104,850 |
| Total | <u>\$2,050,000</u> | <u>\$47,000</u> | <u>\$2,097,000</u> |

Criticality: The additional funding will supplement the cost of lime and concrete stabilization required because of unstable base conditions. Delaying the additional work could impact airport safety.

Purpose/Business Case: To increase the contract amount by \$47,000 to cover lime and concrete stabilization associated with the taxiway construction. Unstable base conditions warranted the stabilization.

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

Funding Source: 95% State Bond Funds and 5% Livingston County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving this amendment is that the project may not be completed as planned. Livingston County would be responsible for the additional costs. The county cannot afford the additional cost at this time without state participation.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48855.

* Denotes a non-standard contract/amendment

10. *AERONAUTICS AND FREIGHT SERVICES (Aeronautics) - Installation of Perimeter Fence
Memorandum of Understanding (MOU) (2008-0236) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the installation of perimeter fencing at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through twenty years to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$100,000. Source of Funds: FAA Funds (via block grant) - \$95,000; State Bond Funds - \$5,000.

Criticality: This fencing project will provide security for the airport and will keep unauthorized people and small animals off the airport property. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the installation of perimeter fencing.

Benefit: Will enhance aircraft safety and security.

Funding Source: 95% FAA Funds (via block grant) and 5% State Bond Funds.

Commitment Level: The MOU is for a fixed cost.

Risk Assessment: If the MOU is not approved, the project may not proceed as planned, as the MISPC cannot afford the cost without federal and state participation.

Cost Reduction: Price quotes were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49757.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Environmental Assessment
Contract (2008-0244) between MDOT and the Township of Bois Blanc will provide federal and state grant funds for the performance of an environmental assessment at the Bois Blanc Island Airport on Bois Blanc Island, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$115,000. Source of Funds: FAA Funds (via block grant) - \$109,250; State Bond Funds - \$2,875; Township of Bois Blanc Funds - \$2,875.

Criticality: The relocation of Lime Kiln Point Road (phase 2) and land acquisition cannot begin until all environmental impacts of the project are identified, as required by the Michigan Department of Environmental Quality (MDEQ) and FAA standards.

Purpose/Business Case: To provide for the performance of an environmental assessment.

Benefit: Will ensure that all environmental impacts of the proposed improvements are identified.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% Township of Bois Blanc Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49775.

12. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Parallel Taxiway
Contract (2008-0247) between MDOT and the City of Fremont will provide federal and state grant funds for the construction of a parallel taxiway for runway 18/36 at the Fremont Municipal Airport in Fremont, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,534,000. Source of Funds: FAA Funds (via block grant) - \$1,227,200; State Bond Funds - \$268,450; City of Fremont Funds - \$38,350.

Criticality: Construction of the parallel taxiway is critical to operational safety and the avoidance of possible runway incursions by a mix of low- and high-speed aircraft.

Purpose/Business Case: To provide for the construction of a taxiway parallel to runway 18/36.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49412.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Fuel Farm Facility
Contract (2008-0249) between MDOT and the City of Niles will provide federal and state grant funds for the design of a fuel farm facility at the Jerry Tyler Memorial Airport in Niles, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$21,000. Source of Funds: FAA Funds (via block grant) - \$16,800; State Bond Funds - \$3,675; City of Niles Funds - \$525.

Criticality: The existing underground fuel storage tanks are nearing the end of their useful lives. The tanks will be replaced with new above-ground tanks. Delaying this project could significantly increase cleanup costs, as there is concern that the existing tanks may release some materials.

Purpose/Business Case: To provide for the development of engineering plans for the construction of a new fuel farm facility.

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

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49120.

* Denotes a non-standard contract/amendment

14. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Building

Contract (2008-0251) between MDOT and the City of Dowagiac will provide federal and state grant funds for the design of a building to store snow removal equipment (SRE) at the Dowagiac Municipal Airport in Dowagiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$28,500. Source of Funds: FAA Funds (via block grant) - \$22,800; State Bond Funds - \$4,987; City of Dowagiac Funds - \$713.

Criticality: The SRE building will provide a facility for storing and maintaining the airport's equipment, in accordance with FAA standards.

Purpose/Business Case: To provide for the development of engineering plans for the construction of a facility to store SRE.

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

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49047.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Fuel Farm Facility

Contract (2008-0252) between MDOT and the City of Midland will provide federal and state grant funds for the design and construction of a new fuel farm facility at the Jack Barstow Airport in Midland, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$202,105. Source of Funds: FAA Funds (via block grant) - \$192,000; State Bond Funds - \$5,052; City of Midland Funds - \$5,053.

Criticality: This project will update the existing deteriorated equipment, reduce potential negative environmental impacts, and improve overall airfield safety.

Purpose/Business Case: To provide for the development of engineering plans for and the construction of a new fuel farm facility.

Benefit: Will provide a fueling facility that meets all federal and state safety and airport design standards. In addition, this project will provide a resource for the airport to generate revenue to support more independent operations and possibly future projects.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of Midland Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48640.

16. HIGHWAYS - Time Extension

Amendatory Contract (93-0341/A26) between MDOT and URS Corporation Great Lakes will extend the contract term by one year to provide sufficient time for the consultant to complete the services and for the federal agency to review the required environmental documents. The original contract provides for the design and environmental clearance of US-31 from Holland to Grand Haven in Ottawa and Allegan Counties. The revised contract term will be April 1, 1993, through June 30, 2009. The contract amount remains unchanged at \$5,907,165.81. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: The additional time is critical to keep the Environmental Impact Statement (EIS) and project design processes moving forward. The current consultant contract will expire in June, and the required federal review process will extend beyond the current contract term. MDOT received authorization from the FHWA to begin the design work (up to 30 percent) for a portion of this project prior to the signing of the Final EIS or Record of Decision (ROD). If the contract expires and the revisions and comments have not been incorporated into the final document, MDOT would be responsible for editing the document and any other displays, figures, or technical reports. This would delay the FHWA approval of the Final EIS and the ROD and would delay the design and right-of-way phases for the 2010 construction project, which could result in cost increases and the loss of federal funding earmarked for the project.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the EIS for US-31 between Holland and Grand Haven in Ottawa and Allegan Counties. The EIS for this project is nearly complete. Drafts of the final have been sent to MDOT for review prior to the official submission to the FHWA for its review. The additional time will allow the consultant to incorporate any review comments made by MDOT, the FHWA, and the other federal resource agencies.

Benefit: The additional time will allow the EIS to be completed so that MDOT can determine its future course of action for this project. This is a complex project that has required several modifications to address federal agency comments, local agency issues, and public comments.

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

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

Risk Assessment: If the amendment is not approved and the additional time is not provided, MDOT will incur additional costs to complete the EIS, the completion of the EIS will be delayed, the design and construction of the project will be delayed, and federal funding 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.

* Denotes a non-standard contract/amendment

Selection: N/A for amendment; qualifications-based for original contract.
New Project Identification: This is not a new project.
Zip Code: 49417.

17. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National Railway, dated July 5, 1994, will provide for improvements under job number 102861 to the crossing surface on Main Street in Battle Creek, Calhoun County. The improvements include the reconstruction of the crossing surfaces of both tracks on the new alignment of the Highway I-94 business loop and the upgrade of existing railroad signs.

Estimated Funds:

| | |
|--------------------------------------|-------------------|
| Federal Highway Administration Funds | \$ 273,600 |
| State Restricted Trunkline Funds | <u>\$ 30,400</u> |
| Total Funds | <u>\$ 304,000</u> |

STR 13061 - 102861
Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project already let in February 2008. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To facilitate maintenance of traffic for MDOT corridor project JN 73807.

Benefit: Increased safety by providing smoother crossing surfaces.

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: Lower probability of vehicle loss of control due to smoother crossing surface.

Cost Reduction: Improvements are on railroad property, and Canadian National Railway is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 49018.

18. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1046) between MDOT and Canadian National/Wisconsin Central, Ltd., dated July 5, 1994, will provide for improvements under job number 90393 to a crossing of the Canadian National/Wisconsin Central, Ltd., railroad tracks at Highway US-41 near Champion, Marquette County. The improvements include reconstruction and widening of the crossing surface, lengthening of the cantilever railroad warning signals, and installation of a railroad non-motorized trail crossing.

Estimated Funds:

| | |
|--------------------------------------|-------------------|
| Federal Highway Administration Funds | \$ 271,800 |
| State Restricted Trunkline Funds | <u>\$ 30,200</u> |
| Total Funds | <u>\$ 302,000</u> |

STR 52041 - 90393
Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project already let in January 2008. Delaying the railroad work will stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To rebuild and widen the existing crossing surface in conjunction with roadway approach reconstruction and to construct a non-motorized trail crossing in conjunction with the non-motorized trail construction.

Benefit: Increased traffic safety and separation from traffic of non-motorized users.

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: Without this contract, there may be an increased probability of vehicle/train crashes and vehicle/non-motorized user crashes.

Cost Reduction: Improvements are on railroad property and Canadian National/Wisconsin Central, Ltd., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of the existing railroad crossing and construction of new non-motorized trail crossing.

Zip Code: 49814.

19. *HIGHWAYS - Add Services and Subconsultant

Retroactive Amendatory Contract (2003-0703/A2) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., (FTC&H) will provide for the performance of additional services and the addition of a subconsultant to the contract (294 days retroactive). Contaminated soil was discovered during construction activities on the I-96 portion of the project, and sampling and testing were required to determine the correct method of removal. The Taylor Transportation Service Center (TSC) asked FTC&H to contract with a laboratory for this work to keep the project on schedule. The Taylor TSC also directed FTC&H to reduce its own services and costs for an equal amount (\$29,882), so there would be no cost increase to MDOT. The original contract provided for full construction engineering services to be performed for roadwork and bridgework on I-96, US-24, and M-14 in Wayne County. The contract term remains unchanged, November 6, 2003, through August 1, 2007. The contract amount remains unchanged at \$5,098,937.74. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

This amendment is retroactive because the MDOT project manager did not realize during the project that the addition of services and a subconsultant required the processing of a formal contract amendment.

Criticality: It is critical that this amendment be approved to allow the contract to be properly closed out. The original contract expired on August 1, 2007, and the final audit is pending. The correct services must be under contract for federal reimbursement. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional services and the addition of a subconsultant. The contract was not amended at the time of the services because of an administrative error.

Benefit: Will allow the costs to be federally reimbursed and the project to be closed out.

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, federal funding will be in jeopardy and the project will not be able to be properly closed out.

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: 48223.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z19) under Contract (2007-0461) between MDOT and Tyme Engineering, Inc., will provide for as-needed inspection and testing services to be performed for the Brighton Transportation Service Center (TSC) service area. The work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 22, 2010. The authorization amount will be \$239,999.54. The contract term is March 23, 2007, through March 22, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The inspection and testing services will help to ensure that the highway construction projects are completed in accordance with state and federal guidelines and that federal funding is not jeopardized for these or future projects. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Brighton TSC service area.

Benefit: Will provide for 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: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on 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: 48909.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z20) under Contract (2007-0461) between MDOT and Tyme Engineering, Inc., will provide for construction technical assistance services to be performed for the Macomb Transportation Service Center (TSC) service area on an as-needed basis. The authorization will be in effect from the date of award through March 22, 2010. The authorization amount will be \$349,944.19. The contract term is March 23, 2007, through March 22, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Construction technical assistance services are required during construction by federal law and are required to meet the demands of the projects on time. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for construction technical assistance services to be performed for the Macomb TSC service area on an as-needed basis.

Benefit: Will provide for services to be performed on construction projects as required by federal law, which will result in a high quality product that meets federal and state standards.

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

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

Risk Assessment: If the services are not performed, the projects will lack adequate technical assistance, which could result in substandard work and the loss of federal funds.

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: 48310.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2008-0008) between MDOT and Wilcox Professional Services, LLC, will provide for the development of design plans for 52.646 miles of non-freeway sign upgrading along M-86, US-12, and the I-696 business loop in Branch County (CS various - JN 101672C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$115,119.47. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: The freeway sign upgrading is an annual program managed by MDOT. Projects are selected based on the ages and conditions of the signs in place along various highway segments. Some of the existing signs have already lost their retroreflectivity. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the development of design plans for 52.646 miles of non-freeway sign upgrading on M-86, US-12, and the I-696 business loop in Branch County. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which include non-freeway signing.

Benefit: Will improve public safety and preserve safety assets.

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: Increased public safety risks and the loss of safety assets.

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.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2008-0008) between MDOT and Wilcox Professional Services, LLC, will provide for the development of design plans for 107.92 miles of non-freeway sign upgrading along US-31, US-131, and M-75 in the Traverse City area (Antrim, Benzie, Charlevoix, Grand Traverse, and Kalkaska Counties) (CS various - JN 102324C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$123,481.04. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: The freeway sign upgrading is an annual program managed by MDOT. Projects are selected based on the ages and conditions of the signs in place along various highway segments. Some of the existing signs have already lost their retroreflectivity. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the development of design plans for 107.92 miles of non-freeway sign upgrading along US-31, US-131, and M-75 in the Traverse City area (Antrim, Benzie, Charlevoix, Grand Traverse, and Kalkaska Counties). This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which include non-freeway signing.

Benefit: To improve public safety and preserve safety assets.

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: Increased public safety risks and the loss of safety assets.

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.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0060) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for the development of design plans for 64.306 miles of non-freeway sign upgrading along M-99 in the University Region (Ingham, Eaton, Jackson, and Hillsdale Counties) (CS various - JN 102326C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through December 17, 2010. The authorization amount will be \$174,775.43. The contract term is December 18, 2007, through December 17, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: The freeway sign upgrading is an annual program managed by MDOT. Projects are selected based on the age and conditions of the signs in place along various highway segments. Some of the existing signs have already lost their retroreflectivity. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the development of design plans for 64.306 miles of non-freeway sign upgrading along M-99 in the University Region (Ingham, Eaton, Jackson, and Hillsdale Counties). This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which include non-freeway signing.

Benefit: To improve public safety and preserve safety assets.

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: Increased public safety risks and the loss of safety assets.

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.

25. *HIGHWAYS - Design Services

Contract (2008-0192) between MDOT and TranSystems Corporation of Michigan will provide for design services to be performed for M-231 (also known as the US-31 bypass), including bridge studies for the southbound and northbound M-231 structures over the Grand River, the design of the proposed southbound alignment structure over the Grand River, and the design of two new structures over North Cedar Road and the Allen-Pipple Drain, Ottawa County (CS 70114 - JN 33955D). The services will include the work necessary to complete the Final Environmental Impact Statement. The contract will be in effect from the date of award through September 30, 2011. The contract amount will be \$3,527,441.95. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: MDOT has made a commitment to begin construction on this project in 2010. The design of the large complex bridge is expected to take over 20 months to complete. It is critical that this project be approved at the May 20, 2008, State Administrative Board meeting so that the design work can begin soon and be completed by February 2010 and the project let early in the 2010 construction season.

Purpose/Business Case: To provide for the performance of design services for M-231, including bridge studies for the southbound and northbound M-231 structures over the Grand River, the design of the proposed southbound alignment structure over the Grand River, and the design of two new structures over North Cedar Road and the Allen-Pipple Drain, Ottawa County.

Benefit: The project will help to reduce congestion, decrease user delays, and increase the safety of the route.

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

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

Risk Assessment: If this contract is not approved, user delays could increase due to roadway congestion, which could lead to increased safety risks.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49417.

26. HIGHWAYS - IDS Real Estate Title Services

Contract (2008-0250) between MDOT and Valley Title Agency will provide for title searches, verification of 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.

27. HIGHWAYS - Participation for Local Agency Contract
 Amendatory Contract (2008-5163) between MDOT and the Detroit/Wayne County Port Authority will provide for funding participation in the following improvements:

PART A

The performance of the pre-construction portion of the Construction Manager at Risk activities for a public dock located along the Detroit River at Bates Street and for a public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street in the city of Detroit, Michigan; the performance of the construction portion of the Construction Manager at Risk activities for a functional public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street, including the review and evaluation of construction documents during the design phase and construction management and services during the construction phase.

PART B

The performance of the construction portion of the Construction Manager at Risk activities for timber pile repair and seawall repair work along the Detroit River for a public dock and passenger ship terminal building as described in Part A, including construction management and construction services.

The purpose of this amendment is to provide for the inclusion of the construction portion of the Construction Manager at Risk activities necessary for the completion of a public passenger ship terminal building located along the southeast side of Atwater Street between Renaissance Drive and Bates Street as part of the Part A portion of the project, the addition of the construction portion of the Construction Manager at Risk activities necessary for timber pile repair and seawall repair work along the Detroit River for the proposed public dock and passenger ship terminal building as the Part B portion of the project, and the increase in the estimated project cost.

Approval is requested contingent upon the approval of the Office of Commission Audit and the Office of the Attorney General. The project cost includes an estimated maximum amount for each part, and the final determination of the maximum amount for each part will be made upon final review of plans and final obligation of funds.

Estimated Funds:

| | <u>ORIGINAL</u> | <u>PART A</u> <u>AMEND.</u> | <u>TOTAL</u> |
|---|------------------|--------------------------------|--------------------|
| Federal Highway Administration Funds | \$36,000 | \$4,600,000 | \$4,636,000 |
| State Restricted Comprehensive Transportation Funds | \$ 9,000 | \$1,150,000 | \$1,159,000 |
| Detroit/Wayne County Port Authority Funds | <u>\$ 0</u> | <u>\$ 0</u> | <u>\$ 0</u> |
| Total Funds | <u>\$45,000</u> | <u>\$5,750,000</u> | <u>\$5,795,000</u> |
| | <u>PART B</u> | <u>TOTAL</u> | |
| Federal Highway Administration Funds | \$750,000 | \$5,386,000 | |
| State Restricted Comprehensive Transportation Funds | \$187,500 | \$1,346,500 | |
| Detroit/Wayne County Port Authority Funds | <u>\$ 0</u> | <u>\$ 0</u> | |
| Total Funds | <u>\$937,500</u> | <u>\$6,732,500</u> | |

* Denotes a non-standard contract/amendment

HPP 82400 – 74904, DPO 82457 - 103061; Wayne County
Amendment

Criticality: The work for the pre-construction phase of the project is underway. Approval of this amendment will allow the contractor to begin construction so that the passenger ship terminal building can be open for the start of the Great Lakes 2009 passenger ship season. Delaying this amendment would delay the construction phase of the public passenger ship terminal building and the repair work for the seawall, which is part of an overall Detroit Waterfront Dock and interstate access improvement project expected to create jobs and promote tourism in the State of Michigan.

Purpose/Business Case: To amend the original contract to allow the public passenger ship terminal building to be constructed and the seawall to be repaired to enhance its stability and safety.

Benefit: Will allow the construction of the public passenger ship terminal building and the repair work for the seawall to proceed. The project is expected to increase mobility and tourism in Michigan.

Funding Source: Federal High Priority Project Funds and State Comprehensive Transportation Funds for Part A; Federal Demonstration Funds and State Comprehensive Transportation Funds for Part B.

Commitment Level: 80% federal and 20% state for both Part A and Part B.

Risk Assessment: Without this amendment, the construction phase of the public passenger ship terminal building portion of the project and the repair work for the seawall portion of the project will not be able to proceed and the opportunity to create jobs, promote tourism, and open the facility for the beginning of the Great Lakes 2009 passenger ship season will be lost.

Cost Reduction: Construction costs are based on a guaranteed maximum price provided by the contractor and verified against industry standard costs for similar types of work.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48502.

28. *PASSENGER TRANSPORTATION - Renew/Extend, Reduce Amount

Amendatory Contract (99-0791/A1) between MDOT and the City of Milan will renew the contract and extend the contract term until the last obligation between the parties has been fulfilled and will reduce the contract amount by \$2,564. The original contract provided state matching funds for the City's FY 1999 Federal Section 5309 Capital Discretionary Program grant for the purchase of one passenger bus. The contract responsibilities and funding in the amount of \$2,564, the current value of the passenger bus, will be reassigned to the Branch Area Transit Authority under Project Authorization (2007-0179/Z7). The City of Milan ceased transit operations on June 30, 2007, and MDOT determined that the Branch Area Transit Authority needed the passenger bus. The revised contract term will be from September 30, 1999, through September 29, 2002, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. No costs will be incurred between the expiration date of the original contract and the date of award of this amendment. The revised contract amount will be \$70,426. Source of Funds: Federal Transit Administration (FTA) Funds - \$56,341; FY 2000 State Restricted Comprehensive Transportation Funds - \$14,085.

Criticality: Approval of this amendment is critical because the City of Milan has ceased transit operations and the Branch Area Transit Authority needs the bus to provide efficient transit service.

Purpose/Business Case: To renew the contract and extend the contract term until the last obligation between the parties has been fulfilled and to reduce the contract amount by \$2,564, the current value of the passenger bus.

Benefit: Increased transportation services.

Funding Source: FTA Funds - \$56,341; FY 2000 State Restricted Comprehensive Transportation Funds - \$14,085.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, the bus cannot be reassigned to the Branch Area Transit Authority, public transportation services in Branch County could be reduced or eliminated, and services, if provided, would be less efficient.

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

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48160.

29. *PASSENGER TRANSPORTATION - Section 5316 Revenue Grant

Contract (2008-0057) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$614,127 in FY 2007 Federal Section 5316 Job Access/Reverse Commute Program funds under Federal Grant MI-37-X026 and state matching funds in the amount of \$409,152. These funds will allow transit agencies to provide service in FY 2008 designed to transport welfare recipients and eligible low-income individuals to jobs and activities related to their employment and to purchase capital items in support of these services. The total grant amount will be \$1,023,279. The grant will be in effect from October 1, 2007, until the last obligation between the parties has been fulfilled. The grant is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$614,127; FY 2008 State Restricted Comprehensive Transportation Funds - \$409,152.

Criticality: The FY 2007 Section 5316 grant provides federal funds for transit agencies to operate service in FY 2008 designed to transport welfare recipients and eligible low-income individuals to jobs and activities related to their employment and to purchase capital items in support of these services.

Purpose/Business Case: To provide for the FTA to grant MDOT \$614,127 in Section 5316 Job Access/Reverse Commute Program funds for FY 2008 under Federal Grant MI-37-X026, to be matched with \$409,152 in state funds.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$614,127; FY 2008 State Restricted Comprehensive Transportation Funds - \$409,152.

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 program for FY 2008.

Zip Code: 48909.

30. TRANSPORTATION PLANNING – Long Range Plan

Project Authorization (Z23) issued under Master Agreement (2006-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the testing of various development scenarios for impacts on the transportation network. This work will be conducted by the metropolitan planning organization (MPO) staff within the metropolitan area and is described and funded in the FY 2008 Unified Work Program (UWP) for Holland and the 2006-2008 Transportation Improvement Program. The authorization will be in effect from the date of award through September 30, 2008. The authorization amount will be \$40,318. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% MACC Funds.

Criticality: These federally authorized funds must be made available in order for the MPOs to meet federal requirements as documented in 23 CFR Part 450, Section 308, and the 2005 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 provide for the testing of various development scenarios for impacts on the transportation network.

Benefit: Will increase the accuracy of the travel demand forecasting model.

* Denotes a non-standard contract/amendment

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to the MPOs. 81.85% Federal Highway Administration Funds (STPU) and 18.15% MACC Funds.

Commitment Level: The cost of this project is based on the federally-approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

31. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2006-0045/A5) between MDOT and Wilbur Smith Associates, Inc., Michigan will extend the contract term by four months to provide sufficient time for MDOT to assess the performance of the economic analysis tool. The additional time is needed because the MDOT testing has taken longer than anticipated and several critical problems were discovered that need to be corrected. The original contract provides for assistance in the development of MDOT's 2005-2030 State Long Range Plan (SLRP) process. The revised contract term will be November 2, 2005, through September 30, 2008. The contract amount remains unchanged at \$2,399,457.37. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The current contract will expire on May 31, 2008. The delay in the project completion is due to MDOT testing of the economic tool beta version taking longer than anticipated. Several critical problems were discovered, and MDOT is now getting the findings back from the consultant. There are a number of corrections that need to be made. Extending the term of this contract will allow the consultant to complete the corrections and MDOT to complete testing of all functions of the tool.

Purpose/Business Case: To provide MDOT with a tool to estimate the economic impacts of transportation programs and projects. The tool is designed to fit Michigan's ever-changing economic environment and will automate the calculation of the direct economic impacts of projects and programs. The tool will also link to the Regional Economic Models, Inc. (REMI). The REMI model shows the full economic effects of investments. The tool integrates the REMI model with transportation planning travel demand models to show the full economic effects of transportation infrastructure projects on state and regional economies of Michigan.

Benefit: MDOT will have a customized economic analysis tool that will give MDOT the ability to prioritize and soundly commit scarce financial resources. MDOT's planning partners (metropolitan planning organizations, regions) will also benefit as the tool will be shared with them and will become part of their respective planning programs.

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

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

Risk Assessment: If the amendment is not approved, the economic analysis segment of this project could be jeopardized and MDOT could have an inadequate economic tool to use in long-range plan development.

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 services.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

32. TRANSPORTATION PLANNING – Revise Services, Extend Term

Amendatory Contract (2007-0315/A1) between MDOT and the Regents of the University of Michigan will revise the scope of services to remove the data entry task and will extend the contract term by ten months to provide sufficient time for the university to complete the services. The additional time is needed because the project was delayed when all Federal Transit Administration (FTA) funded contracts were temporarily suspended by MDOT in 2007. The original contract provides for an evaluation of the usage of intercity bus and rail services in Michigan and an assessment of the impact of select service features. The revised contract term will be November 9, 2006, through July 31, 2009. The contract amount remains unchanged at \$78,000. Source of Funds: 100% FTA Funds.

Criticality: Analysis work for this study was delayed for one year when MDOT suspended all FTA-funded contracts in 2007. The data to be used in this study was collected by MDOT staff in March and April of 2007. The analysis portion of the study is one year behind schedule through no fault of the university. The analysis cannot be completed without this amendment.

Purpose/Business Case: To revise the scope of services to remove the data entry task, which was performed by MDOT staff, and to extend the contract term by ten months to provide sufficient time for the university to complete the services. University staff salary and benefit rates are higher now than they were before the contract was suspended by MDOT; the removal of the data entry task from the contract will make it possible to accommodate these increased costs without increasing the amount of the contract.

Benefit: The additional time will allow the university to complete the evaluation of the usage of intercity bus and intercity passenger rail services in Michigan and to assess the impact of selected service features. The project will assess the safety of passengers and seek ways to improve the operation of intercity passenger services in Michigan.

Funding Source: 100% FTA Funds.

Commitment Level: Contract amount is based on cost estimates.

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

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

New Project Identification: This is not a new project.

Selection: N/A.

Zip Code: 48104.

SUBCONTRACTS

| | | | |
|-----|---|--|--|
| 33. | S & K Mowing 10886 Mason Drive Grant, MI 49327 | Low Bid: 1st Year: 2nd Year: 3rd Year: Eng. Estimate: % Under/Over Est.: | \$ 106,110 \$ 35,370 \$ 35,370 \$ 35,370 \$ 120,000 - 11.6% |
|-----|---|--|--|

Description of Work: Mowing

Approval is requested to authorize the Newaygo County Road Commission to award a three-year subcontract for roadside mowing along various trunklines in Newaygo 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 September 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing along various trunklines in Newaygo County.

Benefit: 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 the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision increasing chances of accidents.

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: 49327.

| | | | |
|-----|--|--|--|
| 34. | Saginaw Asphalt Paving Company 2981 Carrollton Road Saginaw, MI 48604 | Low Bid: Engineer's Estimate: Over/Under: | \$ 305,299.50 \$ 345,000.00 - 11.5% |
|-----|--|--|--|

Description of Work: Hot Mix Asphalt Repair

Approval is requested to authorize the Huron County Road Commission to award a subcontract for cold milling, hot mix asphalt overlay, shoulder restoration, and pavement marking work on M-142 from the east city limit of Bad Axe to M-19 in Huron 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 September 30, 2008. 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 will increase. The surface of the road is in poor condition and deteriorating quickly.

Purpose/Business Case: To provide for cold milling, hot mix asphalt overlay, shoulder restoration, and pavement marking work on approximately two miles of M-142 from the east city limit of Bad Axe to M-19 in Huron County.

Benefit: The subcontract will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 48604.

| | | | |
|-----|---------------------------------------|-----------------------------|---------------------|
| 35. | Saginaw Asphalt Paving Company | Low Bid: | \$ 62,171.95 |
| | 2981 Carrollton Road | Engineer's Estimate: | \$ 77,150.00 |
| | Saginaw, MI 48604 | Over/Under: | - 19.4% |

Description of Work: Hot Mix Asphalt Repair

Approval is requested to authorize the Huron County Road Commission to award a subcontract for cold milling, hot mix asphalt overlay, and restoration work for intersection improvement/widening, including the installation of a turn lane, on M-53 in Huron 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 September 30, 2008. 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 will increase. The surface of the road is in poor condition and deteriorating quickly. This intersection is also dangerously congested. Installation of a turn lane will help to keep traffic moving and to prevent future accidents by preventing traffic backups.

Purpose/Business Case: To provide for cold milling, hot mix asphalt overlay, and restoration work for intersection improvement/widening, including the installation of a turn lane, on M-53 in Huron County.

Benefit: The subcontract will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 48604.

Purpose/Business Case: This project is funded by two programs; The Congestion Mitigation and Air Quality (CMAQ) Program and The Traffic and Safety Program. The Congestion Mitigation and Air Quality (CMAQ) program pertain to transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas. 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: Reduction in transportation related emissions. The treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

80377A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 84.84 % |
| State Restricted Trunkline Funds | 9.30 % |
| Charter Township of Brownstown | 5.86 % |

88084A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.32 % |
| State Restricted Trunkline Funds | 18.96 % |
| Charter Township of Brownstown | 0.72 % |

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: A greater risk of accidents and injuries by not implementing safety treatments. Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance and operating costs due to increased carpooling. Increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Reconstruction and sign upgrade.

Zip Code: 48183.

37. LETTING OF MAY 02, 2008
 PROPOSAL 0805009
 PROJECT BHT 13081-89510
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 25, 2008

ENG. EST.
 \$ 366,712.00

LOW BID
 \$ 293,000.00

% OVER/UNDER EST.
 -20.10 %

Thin epoxy overlay and maintaining traffic on 4 structures on M-66 over the Thornapple River, on I-94BL over the Norfolk Southern Railroad and at I-194 and M-66 northbound and southbound over I-94 in the village of Nashville, city of Battle Creek, Barry and Calhoun Counties.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|--|----------------------|-------------|-------------|
| RAM Construction Services of Mich | \$ 293,000.00 | Same | 1 ** |
| Progress Company | \$ 319,000.00 | Same | 2 |
| Midwest Bridge Company | \$ 325,675.45 | Same | 3 |
| C. A. Hull Co., Inc. | \$ 347,187.30 | Same | 4 |
| J. Slagter & Son Construction Co. | \$ 386,489.35 | Same | 5 |
| L.W. Lamb, Inc. | \$ 411,358.35 | Same | 6 |
| Anlaan Corporation | | | |

6 Bidders

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

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

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

Funding Source:

89510A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49015.

39. LETTING OF MAY 02, 2008
 PROPOSAL 0805024
 PROJECT IM 77111-78488
 LOCAL AGRMT.
 START DATE - JUNE 02, 2008
 COMPLETION DATE - JULY 01, 2008

ENG. EST. LOW BID
 \$ 1,259,869.63 \$ 1,090,801.84

% OVER/UNDER EST.
 -13.42 %

7.00 mi of shoulder cold milling and resurfacing,
 construction of 4 temporary crossovers, and drainage
 on I-94 west of County Line Road to east of St. Clair
 Highway, Macomb and St. Clair Counties.

5.00 % DBE participation required

| BIDDER | ORIGINAL A | AS-CHECKED A | |
|-------------------------------------|------------------------|-----------------|-------------|
| John Carlo, Inc. | \$ 1,090,801.84 | Same | 1 ** |
| Dan's Excavating, Inc. | \$ 1,276,496.40 | Same | 2 |
| Raymond Excavating Company | \$ 1,415,203.60 | Same | 3 |
| Ace Asphalt & Paving Co. | \$ 1,408,059.88 | Same | 4 |
| Angelo Iafrate Construction Company | \$ 1,371,074.92 | Same | 5 |
| Boddy Construction Company, Inc. | \$ 1,443,610.83 | Same | 6 |
| Pamar Enterprises, Inc. | \$ 1,434,252.56 | Same | 7 |
| Fisher Contracting Company | \$ 1,531,551.36 | \$ 1,529,426.36 | 8 |
| Ajax Paving Industries, Inc. | \$ 1,480,336.88 | Same | 9 |
| Tri-Valley Landscaping, Inc. | | | |
| Barrett Paving Materials, Inc. | | | |
| Cadillac Asphalt, LLC. | | | |
| ABC Paving Company | | | |

| BIDDER | ORIGINAL A+Lane Rental | AS-CHECKED A+Lane | |
|-------------------------------------|------------------------|-------------------|-------------|
| John Carlo, Inc. | \$ 1,188,801.84 | Same | 1 ** |
| Dan's Excavating, Inc. | \$ 1,356,896.40 | Same | 2 |
| Raymond Excavating Company | \$ 1,515,203.60 | Same | 3 |
| Ace Asphalt & Paving Co. | \$ 1,534,859.88 | Same | 4 |
| Angelo Iafrate Construction Company | \$ 1,571,074.92 | Same | 5 |
| Boddy Construction Company, Inc. | \$ 1,582,970.83 | Same | 6 |
| Pamar Enterprises, Inc. | \$ 1,584,252.56 | Same | 7 |
| Fisher Contracting Company | \$ 1,596,861.36 | \$ 1,594,736.36 | 8 |
| Ajax Paving Industries, Inc. | \$ 1,596,336.88 | Same | 9 |
| Tri-Valley Landscaping, Inc. | | | |
| Barrett Paving Materials, Inc. | | | |
| Cadillac Asphalt, LLC. | | | |
| ABC Paving Company | | | |

9 Bidders

NOTE: The ORIGINAL A+Lane Rental bid received determined the low bid.
 The ORIGINAL A bid reflects the actual contract price.

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

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

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

Funding Source:

78488A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48064.

| | | | |
|-----|----------------------------------|-----------------|-------------------|
| 40. | LETTING OF MAY 02, 2008 | ENG. EST. | LOW BID |
| | PROPOSAL 0805048 | \$ 1,133,468.00 | \$ 873,522.06 |
| | PROJECT NH 84911-100494 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - JULY 25, 2008 | | -22.93 % |

297.71 mi of hot mix asphalt crack treatment and overband crack fill at 35 various locations on I-75, M-28, M-35, M-80, M-94, M-123, M-129, M-134, US-2, and US-41, Alger, Chippewa, Delta, Luce, Mackinac, Menominee, and Schoolcraft Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|--------------------------------------|-----------------|------------|------|
| Fahrner Asphalt Sealers, LLC. | \$ 873,522.06 | Same | 1 ** |
| Scodeller Construction, Inc. | \$ 1,078,041.70 | Same | 2 |
| Interstate Sealant & Concrete, Inc. | \$ 1,634,977.05 | Same | 3 |
| Michigan Joint Sealing, Inc. | | | |
| Superior Chip Sealing & Maintenance | | | |

3 Bidders

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

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

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

Funding Source:

100494A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49854 Region-wide.

| | | | |
|-----|--------------------------------------|-----------------|-------------------|
| 41. | LETTING OF MAY 02, 2008 | ENG. EST. | LOW BID |
| | PROPOSAL 0805049 | \$ 1,867,113.81 | \$ 2,127,244.58 |
| | PROJECT CM 41051-90161 | | |
| | LOCAL AGRMT. 08-5149, 08-5150 | | % OVER/UNDER EST. |
| | START DATE - MAY 19, 2008 | | |
| | COMPLETION DATE - SEPTEMBER 12, 2008 | | 13.93 % |

0.27 mi of concrete reconstruction, roadway realignment, storm sewer, and signal upgrading on M-37 at the intersection of Lake Eastbrook Boulevard in the cities of Grand Rapids and Kentwood, Kent County.

10.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|--|------------------------|-------------|-------------|
| Kamminga & Roodvoets/Workman Cont | \$ 2,127,244.58 | Same | 1 ** |
| Nashville Construction/West Mich | \$ 2,218,809.15 | Same | 2 |
| Diversco Construction Company Inc. | \$ 2,505,967.41 | Same | 3 |
| Six-S, Inc./C & G Myers Construct | \$ 2,935,675.73 | Same | 4 |
| Nashville Construction Company | | | |
| Kamminga & Roodvoets, Inc. | | | |
| Florence Cement Company | | | |
| Six-S, Inc. | | | |

4 Bidders

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

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

90161A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 73.34 % |
| City of Grand Rapids | 2.92 % |
| City of Kentwood | 9.04 % |
| State Restricted Trunkline Funds | 14.70 % |

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: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49506.

LOCAL PROJECTS

| | | | |
|-----|----------------------------------|---------------|-------------------|
| 42. | LETTING OF MAY 02, 2008 | ENG. EST. | LOW BID |
| | PROPOSAL 0805006 | \$ 130,686.18 | \$ 176,997.77 |
| | PROJECT STU 41401-102738 | | |
| | LOCAL AGRMT. 08-5114 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - JULY 03, 2008 | | 35.44 % |

0.46 mi of hot mix asphalt road resurfacing including cold milling, concrete curb, gutter, sidewalk and ramps, hot mix asphalt paving, and pavement markings on West Muskegon Street from West Street to Second Street in the city of Cedar Springs, Kent County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|--|----------------------|-------------|-------------|
| Michigan Paving & Materials Co. | \$ 176,997.77 | Same | 1 ** |
| Rieth-Riley Construction Co., Inc. | \$ 191,570.25 | Same | 2 |
| Aggregate Industries-Central Region | \$ 202,633.05 | Same | 3 |

3 Bidders

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

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

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

102738A

| | |
|--------------------------------------|---------|
| City of Cedar Springs | 20.46 % |
| Federal Highway Administration Funds | 79.54 % |

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49319.

43. LETTING OF MAY 02, 2008
 PROPOSAL 0805020
 PROJECT STU 33403-90025
 LOCAL AGRMT. 08-5136
 START DATE - JUNE 09, 2008
 COMPLETION DATE - 90 calendar days

ENG. EST. LOW BID
 \$ 1,056,989.40 \$ **983,443.46**

% OVER/UNDER EST.
 -6.96 %

1.07 mi of hot mix asphalt removal and pavement, concrete curb and gutter, hot mix asphalt shared-use path, retaining walls, river bank erosion protection and storm sewer improvements on Moores River Drive from Mt. Hope Avenue to Francis Park in the city of Lansing, Ingham County.

10.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|-------------------------------------|----------------------|-----------------|-------------|
| Davis Construction, Inc. | \$ 983,443.46 | Same | 1 ** |
| E.T. MacKenzie Company | \$ 1,099,580.18 | \$ 1,099,410.18 | 2 |
| Nashville Construction Company | \$ 1,147,553.93 | Same | 3 |
| Fisher Contracting Company | \$ 1,207,682.90 | Same | 4 |
| Posen Construction, Inc. | \$ 1,213,172.14 | Same | 5 |
| Milbocker and Sons, Inc. | \$ 1,214,990.39 | \$ 1,214,954.13 | 6 |
| Hardman Construction, Inc. | | | |
| Anlaan Corporation | | | |
| C & D Hughes, Inc. | | | |
| J.E. Kloote Contracting, Inc. | | | |
| Aggregate Industries-Central Region | | | |
| Angelo Iafrate Construction Company | | | |
| J. Slagter & Son Construction Co. | | | |

6 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

90025A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 81.73 % |
| City of Lansing | 18.27 % |

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48911.

| | | | |
|-----|-------------------------------------|-----------------|-------------------|
| 44. | LETTING OF MAY 02, 2008 | ENG. EST. | LOW BID |
| | PROPOSAL 0805038 | \$ 2,096,181.35 | \$ 1,813,524.91 |
| | PROJECT STU 50458-102306, ETC | | |
| | LOCAL AGRMT. 08-5162 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - NOVEMBER 15, 2008 | | -13.48 % |

0.94 mi of hot mix asphalt cold milling and resurfacing, joint repair, watermain, bridge sidewalk replacement, pavement removal, curb and gutter removal, aggregate base, storm and sanitary sewer improvements, and sidewalk, on Auburn Road from Van Dyke Avenue to Moscone Drive and on Cass Avenue from Auburn Road to the north city limits (Ruby Street) of Utica, Macomb County.

7.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|-------------------------------------|------------------------|-------------|-------------|
| Dan's Excavating, Inc. | \$ 1,813,524.91 | Same | 1 ** |
| Pamar Enterprises, Inc. | \$ 1,818,793.87 | Same | 2 |
| V.I.L. Construction, Inc. | \$ 1,925,017.45 | Same | 3 |
| John Carlo, Inc. | \$ 1,952,602.62 | Same | 4 |
| Angelo Iafrate Construction Company | \$ 1,952,630.88 | Same | 5 |
| C & G Myers Construction, LLC | \$ 1,990,752.07 | Same | 6 |
| Florence Cement Company | \$ 2,015,229.72 | Same | 7 |
| Boddy Construction Company, Inc. | \$ 2,078,028.39 | Same | 8 |
| T. R. Pieprzak Co. | \$ 2,136,297.05 | Same | 9 |
| Posen Construction, Inc. | \$ 2,188,838.89 | Same | 10 |
| Peter A. Basile Sons, Inc. | | | |
| ABC Paving Company | | | |
| Ajax Paving Industries, Inc. | | | |
| DiPonio Contracting, Inc. | | | |
| Six-S, Inc. | | | |
| Barrett Paving Materials, Inc. | | | |
| Cadillac Asphalt, LLC. | | | |
| Teltow Contracting, Inc. | | | |

10 Bidders

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

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

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

| | | |
|---------|--------------------------------------|---------|
| 102306A | | |
| | Federal Highway Administration Funds | 52.19 % |
| | City of Utica | 47.81 % |
| 102307A | | |
| | Federal Highway Administration Funds | 49.91 % |
| | City of Utica | 50.09 % |

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48317.

45. LETTING OF MAY 02, 2008
 PROPOSAL 0805044
 PROJECT STE 25402-100657
 LOCAL AGRMT. 08-5151
 START DATE - JUNE 01, 2008
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.
 \$ 610,224.75

LOW BID
 \$ 594,853.00

% OVER/UNDER EST.
 -2.52 %

0.88 mi of hot mix asphalt non-motorized path, retaining walls, grading and aggregate base on Albert Horrigan Drive from Longway Boulevard to East Court Street in the city of Flint, Genesee County.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|-------------------------------------|----------------------|-------------|-------------|
| L.J. Construction, Inc. | \$ 594,853.00 | Same | 1 ** |
| Zito Construction Co. | \$ 596,801.47 | Same | 2 |
| Dan's Excavating, Inc. | \$ 626,286.85 | Same | 3 |
| Jack Fick Excavating, Inc. | \$ 644,795.17 | Same | 4 |
| Lois Kay Contracting Co. | | | |
| Champagne and Marx Excavating, Inc. | | | |
| C & G Myers Construction, LLC | | | |
| Tri-Valley Landscaping, Inc. | | | |
| C. A. Hull Co., Inc. | | | |
| Milbocker and Sons, Inc. | | | |
| Six-S, Inc. | | | |
| Barrett Paving Materials, Inc. | | | |
| Angelo Iafrate Construction Company | | | |
| Perrin Construction Co., Inc. | | | |
| ABC Paving Company | | | |
| Fisher Contracting Company | | | |
| Rohde Brothers Excavating, Inc. | | | |
| Cadillac Asphalt, LLC. | | | |

4 Bidders

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

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

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

100657A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 69.87 % |
| (Transportation Enhancement Funds) | |
| City of Flint | 30.13 % |

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

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48503.

| | | | |
|-----|---------------------------------|-----------------|-------------------|
| 46. | LETTING OF MAY 02, 2008 | ENG. EST. | LOW BID |
| | PROPOSAL 0805045 | \$ 5,611,283.40 | \$ 5,091,931.75 |
| | PROJECT STU 41401-100636 | | |
| | LOCAL AGRMT. 07-5659 | | % OVER/UNDER EST. |
| | START DATE - JUNE 04, 2008 | | |
| | COMPLETION DATE - JUNE 10, 2010 | | -9.26 % |

0.68 mi of hot mix asphalt reconstruction and paving including concrete curb and gutter, drainage structures, sanitary and storm sewer, watermain, street lighting, pavement markings, permanent signs and landscaping on Monroe Avenue from Frank Street to Palmer Street in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---------------------------------------|------------------------|-------------|-------------|
| Kamminga & Roodvoets, Inc. | \$ 5,091,931.75 | Same | 1 ** |
| Wyoming Excavators, Inc. | \$ 5,582,712.25 | Same | 2 |
| Dykema Excavators, Inc. | \$ 5,785,821.82 | Same | 3 |
| Diversco Construction Company Inc. | \$ 7,072,520.20 | Same | 4 |
| Six-S, Inc. | \$ 7,699,249.45 | Same | 5 |
| Georgetown Construction Company | | | |
| Robert Bailey Contractors, Inc. | | | |
| C & G Myers Construction, LLC | | | |
| Fisher Contracting Company | | | |
| Schippers Excavating, Inc. | | | |
| Milbocker and Sons, Inc. | | | |

5 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

100636A

| | |
|--|---------|
| Federal Highway Administration Funds (Transportation Enhancement Funds) | 43.05 % |
| City of Grand Rapids | 56.95 % |

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49503.

48. LETTING OF MAY 02, 2008
 PROPOSAL 0805029
 PROJECT M 84035-103024
 LOCAL AGRMT.
 START DATE - JUNE 16, 2008
 COMPLETION DATE - 365 calendar days

| | |
|-------------------|---------------|
| ENG. EST. | LOW BID |
| \$ 207,737.50 | \$ 165,653.50 |
| % OVER/UNDER EST. | |
| -20.26 % | |

2008 statewide airport pavement marking at various airports,
 various cities, various counties.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|-------------------------------|----------------------|-------------|-------------|
| Hi-Lite Markings, Inc. | \$ 165,653.50 | Same | 1 ** |
| Kenmark, Inc. | \$ 169,176.00 | Same | 2 |
| R.S. Contracting, Inc. | \$ 181,758.00 | Same | 3 |
| P.K. Contracting, Inc. | \$ 232,266.55 | Same | 4 |

4 Bidders

Criticality: The FAA requires that airport pavements be marked by paint, indicating the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Marking of the pavements is necessary for the markings to be clear. Delaying this project could impact airport safety.

Purpose/Business Case: The purpose of this contract is to improve the runway, taxiway and apron at various airports. Construction will consist of the following projects:

- * Assessment of work to be done at each site.
- * Remarking of the faded stripes as required.

Benefit: Airport sponsors and all users will benefit as a result of remarking all the pavements. This will improve the visibility and safety at the airports.

Funding Source:

| | |
|------------------------------------|---------|
| 103024A | |
| Statewide | 50.00 % |
| State Restricted Aeronautics Funds | 50.00 % |

Commitment Level: Project has been bid, and contract cost is based on the lowest bid submitted by contractors.

Risk Assessment: If project is not developed, the airports pavement markings condition will continue to decline. Eventually, airport pavement markings will cease to exist.

Cost Reduction: Treatment will result in better visibility and improved safety of the pavements.

Selection: Low Bid.

New Project Identification: Routine maintenance.

Zip Code: 48906.

EXTRAS

49. **Extra 2008 – 076**

Control Section/Job Number: 82102-45711 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: Bergmann Associates, Inc.
Engineer's Estimate: \$34,459,282.80

Description of Project:

3.85 miles of freeway and ramp reconstruction and 10 structure rehabilitations on M-14 from the Wayne/Washtenaw County line easterly to Sheldon Road, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

| | | |
|---|-------------------------------|-----------------------|
| Administrative Board Approval Date: | March 7, 2006 | |
| Contract Date: | March 9, 2006 | |
| Original Contract Amount: | \$26,918,210.62 | |
| Total of Overruns/Changes (Approved to Date): | (1,133,437.46) | - 4.21% |
| Total of Extras/Adjustments (Approved to Date): | 2,166,390.96 | + 8.05% |
| Total of Negative Adjustments (Approved to Date): | (164,134.04) | - 0.61% |
| THIS REQUEST | <u>48,410.79</u> | <u>+ 0.18%</u> |
| Revised Total | <u>\$27,835,440.87</u> | + 3.41% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.23% over the original budget for an **Authorized to Date Amount** of \$27,787,030.08.

Approval of this extra will place the authorized status of the contract 3.41% or \$917,230.25 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|----------------|----------|
| 2007-151 | 17 r. 3, 35 r. 1 | \$1,829,960.88 | 10/02/07 |
| 2007-172 | 40 r. 1, 41 | \$232,771.23 | 11/06/07 |
| 2008-016 | 42 r. 1 | \$8,466.29 | 02/05/08 |

Contract Modification Number(s): 51, 53

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

| | | |
|--|---------------------------|---------------------------|
| CM 51 | | |
| Subgrade Manipulation | 1.000 LS @ \$15,155.61/LS | <u>\$15,155.61</u> |
| Total | | <u>\$15,155.61</u> |
| | | |
| CM 53 | | |
| Additional SESC Remedial Work and Spillway Construction | 1.000 LS @ \$33,255.18/LS | <u>\$33,255.18</u> |
| Total | | <u>\$33,255.18</u> |
| | | |
| Grand Total | | <u>\$48,410.79</u> |

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

CM 51

Based upon testing completed by the Metro Region Soils Engineer, the existing soil conditions were determined to be over the optimum moisture. Originally, the contract called to remove this supersaturated soil and replace it with dry granular class II material using the pay item sub-grade undercut Type II. The engineer determined that the existing soils could be used if they could get them to dry out. The engineer directed the contractor to manipulate the soils to help promote the drying process. This is a process where the soils are opened up and turned over to promote the drying. Since the soils would not need to be removed, the under cut item would not be needed and it was reduced on a previous contract modification; this reduction totaled approximately \$120,000. The extra cost for Subgrade Manipulation is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 53

This extra was set up for the extra work pertaining to the additional soil erosion and sedimentation control work required to restore various locations along M-14, at the Beck Road and M-14 interchange and the Sheldon Road and M-14 interchange. The work consisted of re-establishment of both slope lines and ditch lines, as well as the addition of control measures such as check dams, riprap and spillways needed to collect and/or counter heavy run-off, which was causing severe erosion along project limits in the areas defined above. The extra cost for Additional SESC Remedial Work and Spillway Construction 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 May 20, 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%, 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: 48170.

50. **Extra 2008 – 077**

Control Section/Job Number: 82111-75706 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT

Engineer's Estimate: \$6,061,876.84

Description of Project:

Deck replacement and other rehabilitation on Washington Boulevard over M-10, 0.21 mi of decorative fencing and lighting in the Cobo Hall tunnel, 0.31 mi of hot mix asphalt resurfacing, streetscaping, and traffic signal work on Washington Boulevard from Larned Street to Jefferson Avenue and eastbound Jefferson Avenue from the Atwater Ramp to north of Shelby Street in the city of Detroit, Wayne County.

| | | |
|---|------------------------------|-----------------------|
| Administrative Board Approval Date: | December 21, 2004 | |
| Contract Date: | January 12, 2005 | |
| Original Contract Amount: | \$6,872,969.92 | |
| Total of Overruns/Changes (Approved to Date): | 259,839.66 | + 3.78% |
| Total of Extras/Adjustments (Approved to Date): | 513,843.68 | + 7.48% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>1,830.00</u> | <u>+ 0.03%</u> |
| Revised Total | <u>\$7,648,483.26</u> | + 11.29% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.26% over the original budget for an **Authorized to Date Amount** of \$7,646,653.26.

Approval of this extra will place the authorized status of the contract 11.29% or \$775,513.34 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|-------------|------------------------------|-------------|----------|
| 2006-147 | 10 | \$51,936.05 | 11/07/06 |
| 2007-073 | 12 | \$49,153.20 | 05/15/07 |
| 2008-061 | 14 | \$4,642.50 | 04/15/08 |

Contract Modification Number(s): 15 r. 1

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

CM 15

| | | |
|---|-------------------------|--------------------------|
| Replace Missing/Damaged Lights Class II | 122.000 Ea @ \$15.00/Ea | <u>\$1,830.00</u> |
| Total | | <u>\$1,830.00</u> |

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

CM 15

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Replace Missing/Damaged Lights Class II, 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 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 May 20, 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, 87.50%; City of Detroit, 12.50%, 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 item in this Extra.

Selection: Low bid.

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

Zip Code: 48226.

51. **Extra 2008 – 078**

Control Section/Job Number: 82191-79011 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: 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): | 3,359,511.19 | + 6.28% |
| Total of Negative Adjustments (Approved to Date): | (55,257.00) | - 0.10% |
| THIS REQUEST | <u>124,954.20</u> | <u>+ 0.23%</u> |
| Revised Total | <u>\$57,293,960.42</u> | + 7.06% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.83% over the original budget for an **Authorized to Date Amount** of \$57,169,006.22.

Approval of this extra will place the authorized status of the contract 7.06% or \$3,776,099.66 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 |
| 2008-057 | 15, 23, 26 | \$1,748,715.14 | 04/01/08 |

Contract Modification Number(s): 29

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

CM 29

| | | |
|--------------|----------------------------|----------------------------|
| HMA Approach | 1,487.56 Ton @ \$84.00/Ton | <u>\$124,954.20</u> |
| Total | | <u>\$124,954.20</u> |

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

CM 29

To minimize the ramp closures at I-75 and the West Road interchange, temporary ramps, tapers and crossovers were constructed to maintain traffic throughout construction staging. These additional paved areas used relatively small amounts of hot mix asphalt and were low production type paving. The engineer directed the contractor to complete the paving and agreed that it should be considered as an extra due to the change in the character of the work. The extra cost for HMA Approach was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. 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.

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 May 20, 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 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: 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: 48174.

OVERRUNS

52. **Overrun 2008 - 18**

Control Section/Job Number: 30032-M60735 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT
Engineer's Estimate: \$230,743.07

Description of Project:

0.84 miles of hot mix asphalt overlay and pavement repairs on M-99 from north of Fayette Street to north of Arch Street in the city of Hillsdale, Hillsdale County.

| | | |
|---|----------------------------|-----------------------|
| Administrative Board Approval Date: | June 19, 2007 | |
| Contract Date: | June 27, 2007 | |
| Original Contract Amount: | \$218,537.12 | |
| Total of Overruns/Changes (Approved to Date): | 21,853.71 | + 10.00% |
| Total of Extras/Adjustments (Approved to Date): | 1,296.00 | + 0.59% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>2,100.00</u> | + <u>0.96%</u> |
| Revised Total | <u>\$243,786.83</u> | + 11.55% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.59% over the original budget for an **Authorized to Date Amount** of \$241,686.83.

Approval of this overrun will place the authorized status of the contract 11.55% or \$25,249.71 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 Joint and Crack Repr, Det 7 | 170.000 Ft @ \$6.00/Ft | \$1,020.00 |
| Hand Patching | 12.000 Ton @ \$90.00/Ton | <u>1,080.00</u> |
| Total | | <u>\$2,100.00</u> |

Reason(s) for Overrun(s):

While completing the joint repairs on the project additional joints were found that needed to be repaired. This caused an overrun in the original bid items Pavt Joint and Crack Repr, Det 7 and Hand Patching.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on May 20, 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 Trunklines, 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: 49242.

53. **Overrun 2008 – 19**

Control Section/Job Number: 47008-83883 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Davis Construction, Inc.
5236 Dumond Ct., Suite A
Lansing, MI 48917

Designed By: Scott Civil Engineering Co.
Engineer's Estimate: \$653,205.55

Description of Project:

Remove existing structure and construct a pre-stressed, post-tensioned concrete box beam bridge and related approach work on Mason Road over the west branch of the Red Cedar River, Livingston County.

| | | |
|---|----------------------------|-----------------------|
| Administrative Board Approval Date: | November 21, 2006 | |
| Contract Date: | December 4, 2006 | |
| Original Contract Amount: | \$529,206.25 | |
| Total of Overruns/Changes (Approved to Date): | 52,920.63 | + 10.00% |
| Total of Extras/Adjustments (Approved to Date): | 5,558.00 | + 1.05% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| THIS REQUEST | <u>6,811.74</u> | + <u>1.29%</u> |
| Revised Total | <u>\$594,496.62</u> | + 12.34% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.05% over the original budget for an **Authorized to Date Amount** of \$587,684.88.

Approval of this overrun will place the authorized status of the contract 12.34% or \$65,290.37 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:

| | | |
|-------------------|---------------------------|--------------------------|
| Excavation, Earth | 369.000 Cyd @ \$5.29/Cyd | \$1,952.01 |
| Embankment, CIP | 369.000 Cyd @ \$13.17/Cyd | 4,859.73 |
| Total | | <u>\$6,811.74</u> |

Reason(s) for Overrun(s):

An area of soft soils was found while completing the approaches to the bridge. The engineer directed the contractor to excavate the soils and replace the embankment. This caused an overrun in the original bid items Excavation, Earth and Embankment, CIP.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on May 20, 2008.

Criticality: This original items 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, 94.93%; Livingston County, 5.07%, 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: 48892.

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
May 9, 2008

Kirk T. Steudle
Director

Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of May 14, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held May 14, 2008, be approved and adopted with Item 27 of the regular agenda withdrawn by the Department of Transportation at the State Administrative Board meeting on May 20, 2008. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON