

APPROVED

February 2, 2010

Michigan State
Administrative Board

Lansing, Michigan

January 19, 2010

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, January 19, 2010, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm,
Chairperson
Gary Owen, Policy Advisor, representing John D. Cherry, Jr., Lt. Governor
Duane Berger, Director, Department Administration Services, representing
Terri Lynn Land, Secretary of State
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
Rick Floria, Budget Director, representing Michael P. Flanagan,
Superintendent of Public Instruction
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director,
Department of Transportation
Sherry Bond, Secretary

Others Present:

Sergio Paneque, Janet Rouse, Department of Management and Budget; Jean
Ingersoll, Department of Transportation; James Mahony; CSG; Jonathan Raven,
Fraser, Trebilcock

1. CALL TO ORDER:

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

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

Ms. MacDowell moved that the minutes of the regular meeting of December 15,
2009, be approved and adopted. The motion was supported by Mr. Hank 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:

NONE

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

APPROVED

January 19, 2010

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 **January 12, 2010**. Those present being:

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

Member: Corina Pena Andorfer, representing Approved _____
Lt. Governor Cherry

Member: Steven Liedel, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Mike Green, Department
of Corrections; Sergio Paneque, Department of Information
Technology; Sherry Bond, James Burris, Elise Lancaster, Janet
Rouse, Department of Management and Budget; Sharon Maynard,
Department of Natural Resources

The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on January 20, 2009, Items
2 and 3 were withdrawn by the Department of Management and Budget.***

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

January 12, 2010 / January 19, 2010
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF TRANSPORTATION, DETROIT – New Center – Building Demolition and Parking Lot Reconstruction
File No. 591/10044.RAN - Index No. 75600
Low Responsive Bidder: ABC Paving Company, Trenton; \$555,000.00

Purpose/Business Case

The purpose of this contract is to provide demolition of two buildings and two retaining walls and reconstruction and expansion of the existing parking lot at Woodward and Amsterdam Avenues and construction of bus shelters along Woodward and Cass Avenues.

Benefit

The State will benefit by having safe and accessible parking to serve the needs of Detroit and Michigan Departments of Transportation, local transit service and the Detroit Amtrak Station located at Woodward and Baltimore.

Funding Source

100% Federal Funds from the Federal Transit Act

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 will result in loss of federal funds for completing this needed parking facility.

Zip Code

48629

2. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Allegan Street Parking Ramp – Fan and Pump Replacement
File No. 511/08190.CAK - Index No. 46105
Low Responsive Bidder: Shaw-Winkler, Inc., East Lansing; \$647,852.00

Purpose/Business Case

The purpose of this contract is to remove and replace four existing central supply fans, refurbish seven side exhaust fans, upgrade fan controls and install a new carbon monoxide monitoring system in the Allegan Street Parking Ramp.

Benefit

The State will benefit by installing modern, energy efficient, maintainable fan units with upgraded controls that will allow the parking ramp fans to be monitored by the plaza central controls system and operate based on need rather than a set program.

Funding Source

100% Building Occupancy 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 will result in less energy efficiency, difficulty in monitoring existing equipment, increased maintenance cost, damage due to leaks, and inadequate ventilation for the parking facility.

Zip Code

48933

3. DEPARTMENT OF MANAGEMENT AND BUDGET, JACKSON – Jackson State Office Building – Elevator Upgrades
File No. 071/09266.FAR - Index No. 44406
Low Responsive Bidder: Laux Construction, LLC, Dansville; \$595,219.00

Purpose/Business Case

The purpose of this contract is to upgrade all elevators to meet all current codes.

Benefit

The State will benefit by increasing the safety and efficiency of the elevators for future decades.

Funding Source

100% Building Occupancy 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 will result in the elevators not operating at maximum efficiency and noncompliance with current safety codes.

Zip Code

49201

4. DEPARTMENT OF NATURAL RESOURCES, OAKLAND COUNTY – Proud Lake Recreation Area – Campground Electrical Upgrade
File No. 751/10041.AGY - Index No. 14420
Low Responsive Bidder: Helm Electric, Inc., Frankenmuth; \$366,543.00

Purpose/Business Case

The purpose of this contract is to furnish and install three main distribution electrical panels, branch services to several buildings, dedicated electrical pedestals to approximately 130 campsites, buried electrical cable in conduit for approximately 18,000 linear feet, site restoration and related items.

Benefit

The State will benefit by bringing the campground up to current electrical codes, reducing electrical safety hazards and providing larger recreational vehicle requirements.

Funding Source

100% Park Improvement 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 will result in the park operating with an out-dated electrical system and the inability to provide service for larger RV's.

Zip Code

48382

REVISIONS TO CONSTRUCTION CONTRACTS

- 5. DEPARTMENT OF ENVIRONMENTAL QUALITY, PETOSKEY – Former Petoskey Petrolane Site – Remediation and Restoration
File No. 761/09220.RRD - Index Nos. 44501 & 44351
K & D Industries, Inc., Midland; CCO No. 1, Incr. \$119,330.22

Purpose/Business Case

The purpose of this change order is to adjust the contract quantities to match the actual site measured quantities. The contractor will provide additional soil excavation, backfill, dewatering, haul road and site restoration.

Benefit

The State will benefit by cleaning up contamination at the site.

Funding Source

90.8% Refined Petroleum Fund (RPF); 9.2% Environmental Protection Bond Fund

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 leaving contaminated materials at the site and risking exacerbation of health hazard to the public due to exposure, therefore risking violation of environmental regulations.

Zip Code

49770

6. DEPARTMENT OF ENVIRONMENTAL QUALITY, BURR OAK – Young's Landfill Site – Cap Repair
File No. 761/08182.RRD - Index No. 44501
Ryan, Inc., Janesville, WI; CCO No. 2, Incr. \$165,741.00

Purpose/Business Case

The purpose of this change order is to repair additional eroded areas on the existing landfill cap. The work will include excavation and reuse of onsite soils, placement of earthen materials, geocomposite drainage mats, rip rap, liner patching, berm construction and top soil restoration. This contract change order will provide the necessary additional repairs to prevent further erosion and leachate discharge to adjacent properties.

Benefit

The State will benefit by preventing migration of landfill contamination to off-site areas.

Funding Source

100% Environmental Protection Bond Fund

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 additional landfill cap erosion and landfill leachate migration to the adjacent wetland and surrounding properties. The contaminated leachate poses health and safety hazards to the public, therefore violating environmental regulations.

Zip Code

49030

7. DEPARTMENT OF NATURAL RESOURCES, LUPTON – Rifle River Recreation Area – Access to Recreation Phase 1
File No. 751/07217.JAN – Index No. 50900
John Henry Excavating, Inc., East Tawas; CCO No. 2, Incr. \$109,800.00

Purpose/Business Case

The purpose of this change order is to construct an ADA floating fishing pier, provide an ADA floating canoe/kayak launching system, construct an ADA plank boat launch, provide 2 separate ADA parking areas adjacent to the roadway, and to provide approximately 300 feet of roadway improvements in the vicinity of the fishing/canoe/kayaking piers, boat launch and parking areas.

Benefit

The State will benefit by providing ADA access to recreational waterways for disabled citizens.

Funding Source

100% Private funds from the Kellogg Foundation

Commitment

The change order cost is a fixed actual cost provided by the construction contractor. The amount of this change order is within the original authorized project cost.

Risk Assessment

Failure to approve this change order would result in continued inaccessibility to the recreational opportunities for disabled citizens.

Zip Code

48635

CONTRACT CHANGE ORDER

8. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #43 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget, as Lessee. This CCO provides for the installation of three electrical circuits, as requested by the Department of Human Services at a cost not-to-exceed \$1,518. The space is located at 3044 W. Grand Blvd., Detroit, MI 48202.

Purpose/Business Case

The purpose of this CCO is to install three electrical circuits in the 7th floor computer room to accommodate new file servers within the Disability Determination Services Office of Social Security Administration located within the Department of Human Services.

Benefit

This CCO allows for the utilization of new file servers and increased efficiency in assisting clients.

Source of Funds

100% DMB Restricted Building Occupancy General Fund to be billed back to DHS
100% Federal Funds

Commitment Level

Present through September 30, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from installing and utilizing the new computer system.

Zip Code

48202

9. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #44 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget as Lessee. This CCO provides for build out of work space for the Unemployment Insurance Agency (UIA), as requested

by the Department of Energy, Labor, Economic Growth at a cost not-to-exceed \$27,828. The space is located at 3044 W. Grand Blvd., Detroit, MI 48202.

Purpose/Business Case

The purpose of this CCO is to remove existing furnishings, paint, and install necessary electrical services and signage to prepare space for installation of modular furniture to accommodate occupancy by the UIA, Tax Enforcement Unit.

Benefit

This CCO allows the UIA to utilize available space in Cadillac Place for this new program and avoid leasing from a private entity.

Source of Funds

100% DMB Restricted Building Occupancy General Fund to be billed back to DELEG
100% Federal Funds

Commitment Level

Present through September 30, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from collocating with another UIA administrative support office in Cadillac Place and could cause increased costs if they are required to lease space from a private entity.

Zip Code

48202

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

10. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, MARQUETTE - Addendum #1 to Lease #10783 approved by the State Administrative Board on July 5, 2000, Item #7, between O'Dovero Properties, as Fiduciary for the JCP Trust, a Partnership, 110 Airport Road, Negaunee, Michigan 49866, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 5,264 square feet of space located at 1498 O'Dovero Drive, Marquette, Michigan 49855. This Addendum provides for modifying the dates to reflect the actual move-in date; memorializing the agreement between the Lessor and Lessee to reflect a rate reduction for the renewal option beginning August 1, 2005 and ending July 31, 2010; adding two renewal options; and technical revisions. The renewal option beginning August 1, 2010, through July 31, 2015 is automatically exercised upon approval of this Addendum. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning August 1, 2010, is \$12.25 (\$5,375 per month). This Lease contains one five-year renewal option with an annual per square foot rental rate of \$12.45 (\$5,460 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

This Addendum allows for adding two additional renewal options, one is automatically exercised upon approval of this Addendum at a reduced rental rate than the expiring lease term. This location continues to meet the operational needs of the Department and is located in the same building with the local Michigan Works! Agency, which meets the co-location initiative.

Benefit

This Addendum will allow the Department to remain at this location, avoid relocation costs, and continue its partnership with the Michigan Works! Agency. The rental rate remains within the market rate.

Source of Funds

100% Federal Funds

Commitment Level

Present through July 2015 with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from continuing to provide uninterrupted service and could possibly bring about increased costs if they are required to relocate and prevent the Department from meeting the co-location initiative with Michigan Works! Agency.

Zip Code

49855

ADDENDUM TO SUB LEASE FOR PRIVATE PROPERTY

11. DEPARTMENT OF HUMAN SERVICES, LAKE LEELANAU - Addendum #1 to Sub Lease #11033 approved by the State Administrative Board on September 4, 2007, Item #5, between Benzie-Leelanau District Health Department, a Governmental Unit, 6051 Frankfort Highway, Suite 100, Benzonia, Michigan 49616, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 120 square feet of space located at 7401 East Duck Lake Road, Lake Leelanau, Michigan 49653. This Addendum provides for extending the Lease five years and changing the cancellation clause to either party cancellation with 90-day notice. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning January 1, 2010, is \$22.00 (\$220 per month). Effective January 1, 2013, the annual per square foot rental rate for this space increases 9% to \$236 per month. This Lease contains a Standard either party cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

This is a Sub Lease with the District Health Department which allows DHS staff to serve their clients in this County.

Benefit

This is a DHS Satellite Office, which is a requirement to have a presence in the County.

Source of Funds:

55% General Fund; 45% Federal Funds

Commitment Level

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

Risk Assessment

Non-approval of this Addendum will hinder the Department from fulfilling the need to have a presence in Leelanau County.

Zip Code

49653

SUB LEASE FOR PRIVATE PROPERTY

12. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, WEST BRANCH - New Sub Lease #11339 with Michigan Works! Region 7B Employment and Training Consortium, a Consortium of Counties, 402 North First Street, P.O. Box 408, Harrison, Michigan 48625, as Sub Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Energy, Labor and Economic Growth, as Sub Lessee, for 346 square feet of office space located at 2389 South M-76, West Branch, Michigan 48611. The Sub Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning September 1, 2009, or upon substantial completion, is \$15.00 (\$432 per month). This is a full service Sub Lease. This Sub Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Sub Lease as to legal form.

Purpose/Business Case

This space is utilized by the Department to co-locate with Michigan Works! and it continues to meet their needs.

Benefit

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

Funding Source

100% Federal Funds from rent funds

Commitment Level

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

Risk Assessment

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

Zip Code

48611

LEASE FOR PRIVATE PROPERTY

13. DEPARTMENT OF STATE, DEARBORN - Renewal of Lease #10586 with Michigan Schaefer, L.L.C., a Michigan Limited Liability Company, 210 S. Old Woodward, Suite 230, Birmingham, Michigan 48009, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 4,956 square feet of office space located at 5094 Schaefer Road, Dearborn, Michigan 48126. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning December 1, 2009, or upon substantial completion, is \$18.75 (\$7,744 per month). Effective December 1, 2014 the annual per square foot rental rate increases 6.5% to \$8,252 per month. This rate does not include utilities, janitorial services, telecommunication or alarm system. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This lease renewal will continue a presence at the location they have occupied since 1998, which continues to meet the needs of the Department.

Benefit

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

Funding Source

33.9% General Fund; 66.1% Restricted Funds - 1.2% Auto Repair Facilities Fees; 4.1% Driver Fees; 0.3% Expedient Service Fees; 4.1% Parking Ticket Court Fines; 56.4% Transportation Administration Collection Fund

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide Secretary of State services through this office to the residents of Dearborn and could bring about increase costs if they are forced to relocate.

Zip Code

48126

14. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, CASSOPOLIS - New Lease #11122 with Lewis Cass Intermediate School District, A Governmental Unit, 61682 Dailey Road, Cassopolis, Michigan 49031, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 144 square feet of office space located at 61682 Dailey Road, Cassopolis,

Michigan 49031. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning July 1, 2009, or upon substantial completion, is \$18.75 (\$225 per month). This is a full service Lease. This Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

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

Benefit

This Lease allows the Department to remain at the current location, avoid relocation costs, and continue co-location with the Michigan Works! Agency.

Funding Source

100% Federal Funds

Commitment Level

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

Risk Assessment

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

Zip Code

49031

LEASE FOR STATE OWNED PROPERTY

15. DEPARTMENT OF MANAGEMENT AND BUDGET, SAGINAW - New Lease #11455 effective November 1, 2009, through October 31, 2014, with Valley State Employees Credit Union, a Michigan Corporation, 2686 McLeod Drive North, Saginaw, MI 48603, as Lessee, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget as Lessor, for 16 square feet of first floor lobby space in the Saginaw State Office Building located at 411 East Genesee Street, Saginaw, MI 48607. The annual rental rate for this Lease is \$2,064.00 (\$172 per month). This Lease contains an "either party" cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This Lease provides space for an Automatic Teller Machine (ATM) in the Saginaw State Office Building.

Benefit

This Lease allows the Department to earn a valuable rental income for the General Fund. It also allows employees and customers of State government to have convenient

and indoor access to ATM services in the public lobby of the Saginaw State Office Building during business hours.

Funding Source

Income to the State

Commitment Level

Five years with one five year renewal option; however, this Lease contains an “either party” cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from earning this rental income.

Zip Code

48607

JURISDICTIONAL AFFIDAVIT

16. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT – That the following property be transferred, under authority of the Natural Resources and Environmental Protection Act, Act 451 of the Public Acts of 1994, to the Michigan Department of Transportation, whose address is Michigan Department of Transportation, P. O. Box 30050, Lansing, Michigan 48909. Further, the transfer shall be by jurisdictional affidavits, for the property in the County of Kalkaska, Township of Kalkaska (Doc. No. 51446):

The North 350 feet of the East 300 feet of the NE1/4 of the NE1/4, Section 18, Town 27 North, Range 7 West, Kalkaska Township, Kalkaska County, Michigan. Subject to the existing north 50 feet highway easement recorded 7-31-61, Liber 86, Page 282 Kalkaska County Register of Deeds and subject to existing pipeline easements of record over the east 114 feet thereof. Jurisdiction of all mineral rights to remain with the Michigan Department of Natural Resources and Environment.

Ms. MacDowell presented the Building Committee Report for the regular meeting of January 12, 2010. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of January 12, 2010, be approved and adopted. The motion was supported by Mr. Owen and unanimously approved.

APPROVED

January 19, 2010

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 **January 12, 2010**. Those present being:

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

Member: Corina Andorfer, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Sherry Bond, James Burris, Sergio Paneque, Janet Rouse, Department
of Management and Budget; Jonathan Raven, Fraser, Trebilcock

The Finance and Claims Committee regular, supplemental, and Recovery Act
agendas were presented.

Following discussion, Ms. Lopez moved that the regular, supplemental,
and Recovery Act agendas be recommended to the State Administrative
Board for approval with Item 21(1) of the regular agenda withdrawn. The
motion was supported by Ms. Andorfer and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

1/12/10 1:30 version

FINANCE AND CLAIMS COMMITTEE

January 12, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

January 19, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1. DEPARTMENT OF COMMUNITY HEALTH

1)	Staff Care, Inc. Irving, TX	\$ 48,000.00 Total FY10 100% State GF Nine-Month agreement to provide dental services for the patients residing at the Michigan Department of Community Health's Caro Center
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2. DEPARTMENT OF CORRECTIONS

1)	SoleTech, Inc. Claremont, NH	\$ 697,500.00 Total FY10-13 100% Revolving Fund <i>Correctional Industries Revolving Fund</i> Three-year contract to provide Michigan State Industries outsole blockers for prisoners' shoes
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3. DEPARTMENT OF EDUCATION

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4. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) AMBS Call Center NOT TO EXCEED
Jackson, MI \$ 50,000.00 Total
FY10-13 100% Restricted Funds
Office of Criminal Investigation - PEAS
Answering Service Contract to
serve the Pollution Emergency
Alerting Service Hotline

5. DEPARTMENT OF HUMAN SERVICES

1) Catholic Charities West NOT TO EXCEED
Michigan \$ 191,634.00 Total
Grand Rapids, MI **FY10-12** 100% GF
Two-year, eight-month contract
for the assessment/treatment of
high-risk newborns and children
to age 3 of families referred
to DHS due to issues of child
abuse/neglect or its prevention

2) Upper Peninsula Family \$ 50,000.00 Total
Solutions **FY10** 35% General Funds
Marquette, MI 30% Federal Funds
35% Local Funds
Nine-month contract to recruit
and license foster parents

3) Upper Peninsula Family \$ 25,000.00 Total
Solutions **FY10** 100% Federal Funds
Marquette, MI
Nine-month contract to
establish adoption services in
Marquette County

4) Orchards Children's Services NOT TO EXCEED
Southfield, MI \$ 132,000.00 Total
FY10-12 100% Federal Funds
Two-year, eight-month contract
for Family Intervention
Services

6. DEPARTMENT OF TREASURY

1) ConnectEDU, Inc. \$ 1,152,000.00 Total
Boston, MA **FY10-12** 100% Federal Funds
Two-year contract for the
College Access Web Portal

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

7. DEPARTMENT OF ATTORNEY GENERAL

1) Miller, Canfield, Paddock \$ 300,000.00 Amendment
And Stone, PLC \$ 800,000.00 New Total
Lansing, MI **FY10** 100% Restricted Funds
Inter-account Treasury
Delinquent Tax Collection Revenue
Additional funds for the
contract for Legal services for
the Department of Treasury
relative to the case of
Keweenaw Bay Indian Community

8. DEPARTMENT OF CORRECTIONS

1) New Paths, Inc. \$ 86,688.00 Amendment
Flint, MI \$ 4,843,282.00 New Total
FY10 100% General Fund
Additional funding to continue
residential substance abuse
treatment for prisoners,
parolees and probationers

9. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1) Michigan State, AFL-CIO, \$ 500,000.00 Amendment
Human Resources \$ 2,500,000.00 New Total
Development, Inc. **FY10** 100% Federal Funds
Lansing, MI Additional WIA funding to be
awarded to the contractor to
increase training and
employment activities (peer to
peer) to dislocated workers to
ensure consistent delivery of
services to workers facing
mass-layoffs

12. DEPARTMENT OF COMMUNITY HEALTH continued

- 3) Various Vendors \$ 98,535,380.00 Total
(Listing on File) **FY10** 69% Federal Funds
31% State GF
Nine-month grant agreements to
provide funding to administer
the Childless Adult Medical
Benefits coverage to eligible
clients
- 4) Various Vendors \$ 37,485,000.00 Total
(Listing on File) **FY10** 69% Federal Funds
31% State GF
Nine-month grant agreement to
provide funding for
medical/specialty health and
dental care services to
children of low income families

13. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Statewide Workforce \$ 1,000,000.00 Total Grants
Development Boards **FY10** 100% Federal Funds
(Listing on file) Trade and Globalization
Adjustment Assistance Act
(TGAAA) Grant funds to be
allocated to the statewide
Michigan Works Agencies to
provide employment and case
management services for
individuals adversely affected
by foreign competition as part
of the One-Stop system
- 2) Various Statewide Community \$ 270,009.00 Total
Rehabilitation **FY10-11** 100% Federal Funds
Organizations (Vocational Rehabilitation
(Listing on file) Act, Title I) Grantees will
receive federal funds that will
be used to establish, develop,
or improve community
rehabilitation programs and
services

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

17. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|--|---|
| 1) | Kalamazoo County Medical
Control Authority
Kalamazoo, MI | \$ 300,000.00 Amendment
\$ 2,269,081.00 New Total
FY10 100% Federal Funds
Additional funds for the one-
year grant agreement to provide
funding for regional medical
bio-defense networks |
| 2) | Michigan Primary Care Assoc.
Lansing, MI | \$ 82,500.00 Amendment
\$ 232,797.00 New Total
FY10 100% Federal Funds
Additional funds for the one-
year grant agreement for the
placement of primary care
providers in designated
shortage areas; technical
assistance to communities for
development of primary care
services and collection,
analysis and dissemination of
data relevant to Primary Health
Care in Michigan |
| 3) | National Kidney Foundation
Pittsfield Township, MI | \$ 106,698.00 Amendment
\$ 381,100.00 New Total
FY10 44.77% Federal Funds
55.23% State Restricted Funds
<i>Healthy Michigan Fund</i>
Additional funds for the one-
year grant agreement to provide
services to enhance the quality
of diabetes care to the
citizens of Michigan |

17. DEPARTMENT OF COMMUNITY HEALTH continued

- 4) Center for Information Management
Ann Arbor, MI
- \$ 480,000.00 Amendment
\$ 560,000.00 New Total
FY10 90% Federal Funds
10% State GF
Additional funds for the one-year grant agreement to provide funding for the MI Choice Information System data base and reports
- 5) Compuware/Covisint
Detroit, MI
- \$ 63,580.00 Amendment
\$ 4,447,921.00 New Total
FY10 50% Federal Funds
50% State GF
Additional funds for the 38-month grant agreement for electronic claims attachments for the Medicaid service providers in Southeast Michigan and Statewide rollout

18. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Great Lakes Renewable Energy Association
Dimondale, MI
- \$ 38,843.00 Amendment
\$ 95,658.00 New Total
FY10 100% Federal
Additional funds for an eight-month option on the grant to continue to provide assistance to counties in wind energy planning

19. DEPARTMENT OF HUMAN SERVICES

- 1) Habitat for Humanity of Michigan
Lansing, MI
- \$ 250,000.00 Amendment
\$ 704,663.00 New Total
FY10-11 100% Federal Funds
Additional funds for AmeriCorps to recruit and develop volunteers for home renovation

20. DEPARTMENT OF NATURAL RESOURCES

- 1) Allegan County Snowmobile Club
Allegan, MI
- \$ 33,294.27 Amendment
\$ 98,162.51 New Total
FY10-11 100% State Restricted
Snowmobile Trail Improvement
Additional funds for the
Hopkins Loop development, lease
and operation of the snowmobile
trail
- 2) Munising Visitor's Bureau
Munising, MI
- \$ 40,210.00 Amendment
\$ 114,652.40 New Total
FY10-11 100% State Restricted
Snowmobile Trail Improvement
Additional funds to repair
equipment for the snowmobile
trail

SECTION V - DMB SUBMITTED - NEW CONTRACTS

21. DEPARTMENT OF HUMAN SERVICES

- 1) MCMI
Sterling Heights, MI
- \$ 27,436.00 (One-Time)
FY10 55% GF 45% Federal
431R020021 Security System and
Installation for the new
Detroit office location
- Withdrawn**

22. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) CSG Government Solutions
Chicago, IL
- \$ 6,467,794.40 (3 years)
FY10-13 100% Federal Funds
071I9200193 Project Management
Office for the Department of
Energy, Labor, & Economic
Growth, Unemployment Insurance
Agency System Modernization
Project

22. DEPARTMENT OF INFORMATION TECHNOLOGY continued

2) E. F. Johnson Co. Irving, TX	\$ 500,000.00 (3 years) FY10-13 100% General Funds 071I9200195 Two-Way Radio Accessories for the Michigan Public Safety Communications System
Kenwood USA Corporation Long Beach, CA	\$ 500,000.00 (3 years) FY10-13 100% General Funds 071I9200195 Two-Way Radio Accessories for the Michigan Public Safety Communications System
T&W Electronics, Inc. Grand Rapids, MI	\$ 1,000,000.00 (3 years) FY10-13 100% General Funds 071I9200195 Two-Way Radio Accessories for the Michigan Public Safety Communications System
Tait Radio Communications Houston, TX	\$ 1,000,000.00 (3 years) FY10-13 100% General Funds 071I9200195 Two-Way Radio Accessories for the Michigan Public Safety Communications System
Vertex Standard USA, Inc Cypress, CA	\$ 500,000.00 (3 years) FY10-13 100% General Funds 071I9200195 Two-Way Radio Accessories for the Michigan Public Safety Communications System

22. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 3) Intuition Systems, Inc. NOT TO EXCEED
Jacksonville, FL \$ 2,463,120.00 (3 years)
FY10 46% Federal 4% GF
50% State Restricted Funds
Michigan Education Trust
Student Loan Authority
Michigan Merit Awareness
071I9200234 Student Financial
Services System for the
Department of Treasury
- 4) Key Government Finance \$ 2,130,534.45 (1 yr 7 mos)
Superior, CO **FY10-13** 100% Revolving Funds
Various DIT Revolving Funds
Finance for Lease/Purchase of
Unisys Equipment
- 5) Various \$ 2,951,676.68 Total
(Listing on file) **FY10-12 for the 3-year contracts**
FY10 for the 1-year PO's
See Bid Tab for list of funds
Critical Maintenance Request,
Software Maintenance and
Support - Resubmitted to
correct an error
- Various RE:START Vendors** **Short-term Staff Augmentation**
for information technology for
various departments
- 6) SageOne, Inc. NOT TO EXCEED
(Spoorthi Appireddy) \$ 99,200.00 (1 year)
Troy, MI **FY10** 50% Federal 50% GF
071I0200011 For a Programmer/
Analyst to assist the
Department of Human Services
with development and
enhancement of the current
Adult Services Comprehensive
Assessment Program application

23. DEPARTMENT OF MANAGEMENT AND BUDGET

1) OCE North America, Inc. \$ 50,000.00 (One-Time)
Livonia, MI **FY10** 100% Revolving Fund
Office Service Internal Services Fund
Print & Graphic Services
071R0200199 Purchase of Two
OCE Vario Print 6100 Printers
for the DMB Consolidated Print
Center

24. DEPARTMENT OF NATURAL RESOURCES

1) Libra Industries Inc. of \$ 66,690.00 (3 years)
Michigan **FY10-13** 10% Federal Funds
Jackson, MI 90% State Restricted Funds
Fish & Game Fund, Parks
Improvement Fund, Forest
Development Fund
071I9200210 Uniforms

LogoFit, LLC \$ 401,037.00 (3 years)
Flint, MI **FY10-13** 10% Federal Funds
90% State Restricted Funds
Fish & Game Fund, Parks
Improvement Fund, Forest
Development Fund
071I9200210 Uniforms

25. DEPARTMENT OF STATE POLICE

1) Glengariff Group, Inc. \$ 300,000.00 (3 years)
Chicago, IL **FY10-12** 100% Federal Funds
071I9200280 Program Evaluation
via telephone surveying for the
Office of Highway Safety
Planning

26. DEPARTMENT OF TRANSPORTATION

1) International Road Dynamics \$ 240,480.00 (One-Time)
Corporation **FY10** 100% Restricted Funds
Grove, IL *State Planning & Research*
071I0200021 48 Weigh-In Motion
Sensors

26. DEPARTMENT OF TRANSPORTATION continued

2) Lockett Enterprises, LLC \$ 45,462.00 (One-Time)
Flint, MI **FY10** 100% Restricted Funds
State Trunk Lines
071I0200014 Two Replacement
Crash Attenuators

27. DEPARTMENT OF TREASURY

1) ACS Unclaimed Property \$ 244,740.00 (2 years)
Boston, MA **FY10-12** 100% Restricted Funds
Escheat Funds Index 11916
071I9200248 Unclaimed Property
Custodian Services

2) Rotary Multiforms, Inc \$ 781,140.00 (3 years)
Warren, MI **FY10-14** 100% Restricted Funds
Michigan Education Trust Revenue
071B0200083 Personalized Tax
Coupon Books

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

28. DEPARTMENT OF CORRECTIONS

1) Arrow Chemical Products, Inc \$ 120,000.00 Amendment
Detroit, MI \$ 517,375.00 New Total
FY10 100% Revolving Funds
Correctional Industries Revolving
071B6200198 Additional funding
for Detergent for the Michigan
State Industries

29. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

1) Moore & Associates, Inc. \$ 105,000.00 Amendment
Southfield, MI \$ 630,000.00 New Total
FY10 100% Federal Funds
071B5200110 Additional funds
for a one-year option to the
contract for Work First Data
Collection Survey

29. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH continued

2) The Regents of the University of Michigan
Ann Arbor, MI \$ 3,934,137.00 Amendment
\$ 7,744,137.00 New Total
FY10-11 100% Federal Funds
071B8200248 Additional funds
for the contract for Education
and Training Services through
the "Surviving to Thriving"
through the business service
model program

30. DEPARTMENT OF HUMAN SERVICES

1) Public Policy Associates,
Incorporated
Lansing, MI \$ 596,216.00 Amendment
\$ 1,490,541.00 New Total
FY10-12 100% Federal Funds
071B7200132 Additional funds
for a two-year option to the
contract for Crime Analysis

31. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Image Trend, Inc.
Lakeville, MN \$ 135,500.00 Amendment
\$ 505,500.00 New Total
FY10 100% Federal Funds
071B8200101 Additional funding
for Maintenance Support and
Hosting Services for the
Emergency Medical System (EMS)
for the Department of Community
Health

2) Systems Technology Group
Incorporated
Troy, MI \$ 124,860.00 Amendment
\$ 2,501,672.00 New Total
FY10 100% Restricted Funds
Teacher Certification Fees
071B9200198 Additional funding
for Online Teacher
Certification System

31. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

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

2) NetXert
(Brian Tippens)
Ann Arbor, MI

NOT TO EXCEED
\$ 24,300.00 Amendment
\$ 123,900.00 New Total
FY10 100% Restricted Funds
State Trunk Line
071B9200185 Additional funding for a one-year option to the contract for a Senior Software Engineer to assist the Department of Transportation with the continuation of installation, configuration, customization and testing of the Serena Dimensions Configuration Management, Team Track, and Requirements Management software on existing MDOT infrastructure

4) Unified Business
(Christopher Barcelon)
Troy, MI

NOT TO EXCEED
\$ 151,776.00 Amendment
\$ 328,576.00 New Total
FY10 100% Federal Funds
071B9200048 Additional funds for a one-year option to the contract for a Senior Programmer Analyst to assist the Department of Education with continued development support for the Assessment Data and Information, State Aid Management payment Systems, and the Supplemental Education Systems

31. DEPARTMENT OF INFORMATION TECHNOLOGY continued

5) Windy City Technologies NOT TO EXCEED
(Ahsok Kumar Ariyandth) \$ 89,235.00 Amendment
Chicago, IL \$ 193,235.00 New Total
FY10 100% Federal Funds
071B9200056 Additional funds
for a one-year option to the
contract for the continuation
of services of one Systems
Analyst to assist the
Department of Education in
providing software and process
documentation needed to support
and maintain MDE applications.
These applications include, but
are not limited to, Assessment
Data and Information, State Aid
Payment Systems, and
Supplemental Education Systems

32. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Haworth, Inc. \$ 5,300,000.00 Amendment
Holland, MI \$ 15,000,000.00 New Total
FY10 Various funds
071B8200189 Additional funds
for the Open Space Office
Systems, Lateral Files, and
Design and Installation
Services, Statewide

2) National Sales & Supply \$ 59,445.00 Amendment
Bristol, PA \$ 416,140.04 New Total
FY10 100% Restricted Funds
Building Occupancy Fund
071IB6200142 Additional funds
for Ice Melt-Statewide

3) Thomson Reuters Healthcare \$ 448,200.00 Amendment
Ann Arbor, MI \$ 1,195,000.00 New Total
FY10-12 100% Restricted Funds
071B9200221 Additional funds
for a 21-month option to the
contract for a Medical
Management Systems Consultant

33. DEPARTMENT OF NATURAL RESOURCES

1) American Canadian Fisheries \$ 396,000.00 Amendment
Bellingham, WA \$ 1,056,000.00 New Total
FY10-11 100% Restricted Funds
Game and Fish Fund
071B7200275 Additional funds
for a one-year option to the
contract for Salmon and Egg
Harvesting Services

34. DEPARTMENT OF STATE POLICE

1) Michigan Taser Distributing \$ 35,000.00 Amendment
South Lyon, MI \$ 308,591.20 New Total
FY10-11 100% General Funds
071B8200242 Additional funding
for Tasers

2) Pace & Partners \$ 3,257,500.00 Amendment
Lansing, MI \$ 16,757,500.00 New Total
FY10 100% Federal Funds
071B7200193 Additional funds
for an eight-month option to
the contract for Creative and
Media Services for the Office
of Highway Planning

35. DEPARTMENT OF TRANSPORTATION

1) Floor Dri-Supply Company \$ 35,000.00 Amendment
Detroit, MI \$ 128,107.70 New Total
FY10 100% Restricted Funds
State Trunkline Funds
071B7200096 Additional funding
for Calcium Chloride

36. DEPARTMENT OF TREASURY

- 1) Morley Companies, Inc. \$ 407,284.00 Amendment
Saginaw, MI \$ 1,152,624.00 New Total
FY12-14 100% Federal Funds
071B8200228 Additional funds
for a two-year option to the
contract for Principle
Residence Exemption Data
Collections and Reporting
- 2) Title Check, LLC \$ 3,500,000.00 Amendment
Kalamazoo, MI \$ 5,285,240.00 New Total
FY11-16 100% Restricted Funds
Land Reutilization Fund
071B8200176 Additional funding
for a five-year option to the
contract for Title Search and
Tax Forfeiture Related Services

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

37. DEPARTMENT OF CORRECTIONS

Employee Claims

- 1) Erin Bledsoe \$192.83

The claimant (09-SAB-155) requests \$192.83 reimbursement for damage to her vehicle when a trash can fell over and broke her tail light. The Committee recommends approval of this claim.

Inmate Claims

- 2) Isadore Baker #200244 \$500.00

The claimant (08-SAB/DOC-239) requests \$500.00 reimbursement for his toiletries, legal papers, and TV allegedly thrown away by staff. The Committee recommends approval of \$8.00 for this claim.

37. DEPARTMENT OF CORRECTIONS continued

- 3) Kevin Bennett #189136 \$ 83.50

The claimant (08-SAB/DOC-111) requests \$83.50 reimbursement for his toiletries, extension cord, pens, mirror, hair brush, cups, and bowls lost while under control of the Department. The Committee recommends approval of \$8.35 for this claim.

- 4) Antonio Bradley #376289 \$129.32

The claimant (09-SAB/DOC-244) requests \$129.32 reimbursement for his MP3 player damaged by staff. The Committee recommends approval of this claim.

- 5) Debra Butler #202520 \$142.50

The claimant (09-SAB/DOC-257) requests \$142.50 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of this claim.

- 6) David Chipman #300926 \$151.16

The claimant (08-SAB/DOC-426) requests \$151.16 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$8.00 for this claim.

- 7) Aaron Cloutier #671637 \$785.00

The claimant (08-SAB/DOC-427) requests \$785.00 reimbursement for his TV, partial plate, t-shirt, and tobacco lost while under control of the Department. The Committee recommends approval of \$150.85 for this claim.

- 8) Tiante Douglas #358569 \$151.16

The claimant (09-SAB/DOC-266) requests \$151.16 reimbursement for his TV damaged during transfer form one facility to another. The Committee recommends approval of this claim.

37. DEPARTMENT OF CORRECTIONS continued

- 9) Cornell Guice #155954 \$350.00

The claimant (08-SAB/DOC-399) requests \$350.00 reimbursement for his word processor damaged while under control of the Department. The Committee recommends approval of \$35.00 for this claim.

- 10) William Hopkins #168799 \$999.99

The claimant (08-SAB/DOC-388) requests \$999.99 reimbursement for his TV, copies, and mailings destroyed by staff. The Committee recommends approval of \$9.50 for this claim.

- 11) Floyd Jennings, Jr. #213611 \$162.95

The claimant (09-SAB/DOC-064) requests \$162.95 reimbursement for his books and toiletries lost while under control of the Department. The Committee recommends approval of \$65.61 for this claim.

- 12) Gregory Jiles #337654 \$100.00

The claimant (08-SAB/DOC-326) requests \$100.00 reimbursement for 20 tapes destroyed by staff. The Committee recommends approval of \$10.00 for this claim.

- 13) Dennis Johnson #169370 \$ 28.56

The claimant (09-SAB/DOC-152) requests \$28.56 reimbursement for his headphones lost while under control of the Department. The Committee recommends approval of \$2.84 for this claim.

- 14) William Johnson #197054 \$ 80.00

The claimant (09-SAB/DOC-352) requests \$80.00 reimbursement for his radio and headphones destroyed by staff. The Committee recommends approval of \$40.00 for this claim.

- 15) Dalanius Jones #230603 \$ 96.00

The claimant (09-SAB/DOC-027) requests \$96.00 reimbursement for his damaged TV while under control of the Department. The Committee recommends approval of \$76.80 for this claim.

37. DEPARTMENT OF CORRECTIONS continued

16) Phillip Kirkwood #251898 \$ 53.75

The claimant (09-SAB/DOC-274) requests \$53.75 reimbursement for his Nike shoes lost during transfer from one facility to another. The Committee recommends approval of this claim.

17) Marcus Lanes #185581 \$ 99.00

The claimant (09-SAB/DOC-205) requests \$90.00 reimbursement for his TV damaged during transfer. The Committee recommends approval of \$10.00 for this claim.

18) Patrick Lang #315749 \$297.00

The claimant (09-SAB/DOC-048) requests \$297.00 reimbursement for his typewriter damaged during transfer from one facility to another. The Committee recommends approval of \$120.00 for this claim.

19) Martin Lanier #199491 \$419.50

The claimant (08-SAB/DOC-351) requests \$419.50 reimbursement for his toiletries, jogging suit, eyeglasses and case, pictures and cards lost while under control of the Department. The Committee recommends approval of \$20.52 for this claim.

20) Henry Lanning #177075 \$183.13

The claimant (09-SAB/DOC-058) requests \$183.13 reimbursement for his watch, sweat pants, sweat shirt, and gym shoes thrown out by staff. The Committee recommends approval of \$73.90 for this claim.

21) Jerry Lashuay #176424 \$349.53

The claimant (09-SAB/DOC-218) requests \$349.53 reimbursement for his typewriter lost while under control of the Department. The Committee recommends approval of \$34.95 for this claim.

37. DEPARTMENT OF CORRECTIONS continued

22) James Lawson #235155 \$135.00

The claimant (09-SAB/DOC-111) requests \$135.00 reimbursement for his glasses damaged while under control of the Department. The Committee recommends approval of this claim.

23) Adam Litwin #257781 \$ 75.00

The claimant (09-SAB/DOC-084) requests \$75.00 reimbursement for his personal winter coat lost during transfer from one facility to another. The Committee recommends approval of \$12.50 for this claim.

24) Davonne A. Ludy-Bey #350457 \$ 9.00

The claimant (09-SAB/DOC-212) requests \$9.00 reimbursement for his t-shirts lost while under control of the Department. The Committee recommends approval of \$5.40 for this claim.

25) Michael Maracle #369930 \$ 40.81

The claimant (09-SAB/DOC-125) requests \$40.81 reimbursement for articles stolen from his cell. The Committee recommends denial of this claim.

26) Robert D. Marsh #410085 \$ 37.94

The claimant (09-SAB/DOC-179) requests \$37.94 reimbursement for his store goods stolen while under control of the Department. The Committee recommends denial of this claim.

27) Christopher Maye #242482 \$151.36

The claimant (09-SAB/DOC-361) requests \$151.36 reimbursement for his TV damaged during transfer from on facility to another. The Committee recommends approval of this claim.

28) Shanna McElroy #421183 \$ 8.00

The claimant (09-SAB/DOC-124) requests \$8.00 reimbursement for her earrings lost while under control of the Department. The Committee recommends approval of \$4.66 for this claim.

37. DEPARTMENT OF CORRECTIONS continued

29) Robert L. Mitchell #151029 \$ 95.00

The claimant (09-SAB/DOC-199) requests \$95.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of \$19.00 for this claim.

30) Calvin Moore #185226 \$244.50

The claimant (09-SAB/DOC-041) requests \$244.50 reimbursement for his gloves, mirror, and toiletries lost while under control of the Department. The Committee recommends denial of this claim.

31) John Moran #397166 \$ 28.00

The claimant (09-SAB/DOC-242) requests \$28.00 reimbursement for his headphones stolen while under control of the Department. The Committee recommends denial of this claim.

32) Ryan Mowery #680407 \$ 5.30

The claimant (09-SAB/DOC-098) requests \$5.30 reimbursement for his padlock damaged by staff. The Committee recommends approval of this claim.

33) Ernest Murphy #301098 \$ 16.24

The claimant (09-SAB/DOC-106) requests \$16.24 reimbursement for his batteries, sewing kit, and food items lost while under control of the Department. The Committee recommends approval of this claim.

34) Theodore H. Novak #251175 \$ 54.27

The claimant (09-SAB/DOC-162) requests \$54.27 reimbursement for his store items lost while under control of the Department. The Committee recommends denial of this claim.

35) Terry Patterson #252655 \$ 34.65

The claimant (09-SAB/DOC-016) requests \$34.65 reimbursement for his headphones, mugs, tumbler, shower shoes, wave cap, and food items destroyed by staff. The Committee recommends approval of \$17.33 for this claim.

37. DEPARTMENT OF CORRECTIONS continued

36) Jeral Peoples #253654 \$200.00

The claimant (09-SAB/DOC-108) requests \$200.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends denial of this claim.

37) Sharif Rashad Pippen #137721 Unspecified

The claimant (09-SAB/DOC-021) requests an unspecified amount of reimbursement for his photos, magazines, artwork, and legal work files lost while under control of the Department. The Committee recommends denial of this claim.

38) Anthony Price #411218 \$142.50

The claimant (09-SAB/DOC-241) requests \$142.50 reimbursement for his TV damaged by lightning. The Committee recommends approval of this claim.

39) Antonio Ramsey #237876 \$ 84.57

The claimant (09-SAB/DOC-087) requests \$84.57 reimbursement for his tobacco and food items missing during transfer from one facility to another. The Committee recommends approval of \$84.57 for this claim.

40) Henry Reed #109538 \$ 7.00

The claimant (09-SAB/DOC-254) requests \$7.00 reimbursement for his padlock destroyed by staff. The Committee recommends approval of this claim.

41) Duane Reincke #327245 \$ 48.00

The claimant (09-SAB/DOC-103) requests \$48.00 reimbursement for his watch stolen while under control of the Department. The Committee recommends approval of \$50.19 for this claim.

42) Frankie Rivera #407220 \$179.00

The claimant (08-SAB/DOC-347) requests \$179.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of this claim.

37. DEPARTMENT OF CORRECTIONS continued

43) Broderick Robinson #178959 \$ 34.13

The claimant (08-SAB/DOC-141) requests \$34.13 reimbursement for his food items lost while under control of the Department. The Committee recommends approval of \$3.41 for this claim.

44) Michael E. Robinson #515217 \$273.18

The claimant (09-SAB/DOC-174) requests \$273.18 reimbursement for his personal property lost while under control of the Department. The Committee recommends approval of \$224.45 for this claim.

45) Justin D. Rose #417265 \$896.82

The claimant (09-SAB/DOC-178) requests \$896.82 reimbursement for his cassette tapes, shoes, typewriter and supplies lost while under control of the Department. The Committee recommends approval of \$316.84 for this claim.

46) Chitunda K. Ross #458412 \$ 19.94

The claimant (09-SAB/DOC-137) requests \$19.94 reimbursement for magazines and toiletries stolen while under control of the Department. The Committee recommends denial of this claim.

47) Jeffrey Russell #484453 \$305.41

The claimant (09-SAB/DOC-037) requests \$305.41 reimbursement for his typewriter, radio, tape player, and headphones damaged while under control of the Department. The Committee recommends approval of \$248.80 for this claim.

48) Jesse Salinas #160095 \$128.05

The claimant (09-SAB/DOC-238) requests \$128.05 reimbursement for his TV damaged by staff. The Committee recommends denial of this claim.

37. DEPARTMENT OF CORRECTIONS continued

49) Carolyn Sammons #234717 \$331.07

The claimant (09-SAB/DOC-163) requests \$331.07 reimbursement for her music tapes, jewelry, chain, cross, watch, earrings, clothes, radio, headphones, shoes, and a fleece lost while under control of the Department. The Committee recommends approval of \$174.68 for this claim.

50) Howard Sanders #215123 Unspecified

The claimant (09-SAB/DOC-052) requests an unspecified amount of reimbursement for his court documents lost while under control of the Department. The Committee recommends denial of this claim.

51) Michael H. Scherbarth #668590 \$ 58.25

The claimant (09-SAB/DOC-261) requests \$58.25 reimbursement for his shoes ordered and never received. The Committee recommends approval of this claim.

52) Justin Schollaert #455171 \$ 9.53

The claimant (09-SAB/DOC-359) requests \$9.53 reimbursement for a magazine rejected and then lost while under control of the Department. The Committee recommends approval of this claim.

53) Paul Sims #255260 \$ 93.25

The claimant (09-SAB/DOC-101) requests \$93.25 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$37.30 for this claim.

54) Rhunai Smith #420277 \$ 25.00

The claimant (08-SAB/DOC-386) requests \$25.00 reimbursement for his headphones damaged during transfer from one facility to another. The Committee recommends approval of \$2.70 for this claim.

37. DEPARTMENT OF CORRECTIONS continued

55) Randy Snyder #193973 \$ 90.00

The claimant (09-SAB/DOC-239) requests \$90.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of \$30.00 for this claim.

56) Rick Solomon #214643 \$160.00

The claimant (08-SAB/DOC-102) requests \$160.00 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$18.00 for this claim.

57) Maurice Spearman #158437 Unspecified

The claimant (09-SAB/DOC-102) requests an unspecified amount of reimbursement for his typewriter damaged while under control of the Department. The Committee recommends approval of \$12.00 for this claim.

58) Larry Steed #170747 \$ 43.00

The claimant (09-SAB/DOC-182) requests \$43.00 reimbursement for his cassette player and medical records copies lost while under control of the Department. The Committee recommends approval of \$30.60 for this claim.

59) Jerome Stokes #163894 \$ 26.67

The claimant (09-SAB/DOC-052) requests \$26.67 reimbursement for his socks, underwear, and watch battery lost during transfer from one facility to another. The Committee recommends approval of \$26.67 for this claim.

60) Donald Swackhammer #259552 \$247.94

The claimant (08-SAB/DOC-156) requests \$247.94 reimbursement for his typewriter damaged while under control of the Department. The Committee recommends approval of \$24.79 for this claim.

37. DEPARTMENT OF CORRECTIONS continued

61) Donald Wilburn #194151 \$311.00

The claimant (08-SAB/DOC-261) requests \$311.00 reimbursement for his typewriter damaged while under control of the Department. The Committee recommends approval of \$99.42 for this claim.

62) James Willis #219597 \$111.92

The claimant (08-SAB/DOC-145) requests \$111.92 reimbursement for his tapes destroyed while under control of the Department. The Committee recommends approval of \$2.00 for this claim.

63) Richard J. Zakrin #501039 \$ 14.53

The claimant (09-SAB/DOC-360) requests \$14.53 reimbursement for his cassette tape lost while under control of the Department. The Committee recommends approval of \$11.99 for this claim.

38. DEPARTMENT OF NATURAL RESOURCES

1) Frederick Ludwig \$ 19.07

The claimant (09-SAB-149) requests \$19.07 reimbursement for his bike lock cut by staff. The Committee recommends approval of this claim.

2) Mary Martin \$999.99

The claimant (09-SAB-108) requests \$999.99 reimbursement for damage to her vehicle when a tree fell on it. The Committee recommends denial of this claim.

3) John Vader \$126.59

The claimant (09-SAB-125) requests \$126.59 reimbursement for damage to his camper by a faulty breaker switch. The Committee recommends approval of this claim.

39. DEPARTMENT OF STATE

1) Jesse Valles \$ 31.00

The claimant (09-SAB-165) requests \$31.00 reimbursement for his check lost by a Secretary of State employee. The Committee recommends approval of this claim.

40. DEPARTMENT OF TRANSPORTATION

1) Joseph Bontrager \$350.00

The claimant (09-SAB-170) requests \$350.00 reimbursement for injury to his horse when it stepped on the rumble strips and was injured. The Committee recommends approval of this claim.

2) Carl Mount \$450.00

The claimant (09-SAB-164) requests \$450.00 reimbursement for water in his basement when a storm drain was dismantled and not put back together. The Committee recommends approval of this claim.

3) Edie Olson \$331.48

The claimant (09-SAB-163) requests \$331.48 reimbursement for damage to her vehicle when debris struck and broke his windshield. The Committee recommends approval of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

41. DEPARTMENT OF COMMUNITY HEALTH

Report of an emergency purchase of \$30,514.00 with MCM Stainless Fabricating for custom sink covers at Walter Reuther Psychiatric Hospital.

42. DEPARTMENT OF CORRECTIONS

August, 2008 monthly report of employee claims paid under the Director's authority delegated to the Department per State Administrative Guide procedure 0620.02

Vicky Freund \$99.00 Denied

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

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

1/8/10 5:10 version

FINANCE AND CLAIMS COMMITTEE

January 12, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

January 19, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

1s. **DEPARTMENT OF INFORMATION TECHNOLOGY**

Various RE:START Vendors

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

- 1) PEER Solutions Group
(Mohamed Peeran)
Farmington Hills, MI

NOT TO EXCEED
\$ 208,320.00 (1 year)
FY10 100% Federal Funds
071I0200024 for a Senior
Project Manager to assist the
Department of Education with
overall supervision of the
development and implementation
of the Online Teacher
Certification System, the Item
Bank System, and other MDE
projects as needed.

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

2s. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 1) Wayne Branch #185408 \$151.16

The claimant (09-SAB/DOC-223) requests \$151.16 reimbursement for his TV damaged while under control of the Department. The Committee recommends denial of this claim.

- 2) Harold Braxton #311639 \$149.00

The claimant (09-SAB/DOC-273) requests \$149.00 reimbursement for his TV lost while under control of the Department. The Committee recommends approval of \$119.20 for this claim.

- 3) Eugene T. Curtis #129344 \$274.27

The claimant (09-SAB/DOC-300) requests \$274.27 reimbursement for his cassette tapes, case, and razor blades stolen while under control of the Department. The Committee recommends denial of this claim.

- 4) Michael Davenport #170071 \$285.00

The claimant (08-SAB/DOC-404) requests \$285.00 reimbursement for his eyeglasses lost while under control of the Department. The Committee recommends approval of \$50.00 for this claim.

- 5) Andre Doyle #218845 \$ 45.30

The claimant (09-SAB/DOC-165) requests \$45.30 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of \$10.00 for this claim.

- 6) Kenyama Hampton #234885 \$ 16.91

The claimant (09-SAB/DOC-197) requests \$19.61 reimbursement for his beard trimmers and padlock lost while under control of the Department. The Committee recommends approval of \$14.49 for this claim.

2s. DEPARTMENT OF CORRECTIONS continued

7) Willie Hardy #444334 \$105.00

The claimant (09-SAB/DOC-183) requests \$105.00 reimbursement for 15 tapes and 1 case lost while under control of the Department. The Committee recommends approval of \$41.41 for this claim.

8) Tamika J. Hartley #233236 \$97.50

The claimant (09-SAB/DOC-192) requests \$97.50 reimbursement for her TV destroyed by staff. The Committee recommends approval of \$9.75 for this claim.

9) Bu Jin Her #467609 \$246.71

The claimant (09-SAB/DOC-226) requests \$246.71 reimbursement for 1 pair of jeans, 1 tape player/radio, 1 color TV, t-shirt, and 1 woven shirts lost during transfer from one facility to another. The Committee recommends approval of \$177.89 this claim.

10) Phillip Herndon #231404 \$213.01

The claimant (09-SAB/DOC-189) requests \$213.01 reimbursement for his law journal, dictionary, soap, and file folders lost while under control of the Department. The Committee recommends denial of this claim.

11) James Holly #216282 \$ 19.69

The claimant (09-SAB/DOC-385) requests \$19.69 reimbursement for his headphones he ordered and never received. The Committee recommends approval of this claim.

12) Michael Kurz #300657 \$151.57

The claimant (09-SAB/DOC-228) requests \$151.57 reimbursement for his TV, ear buds, shower shoes, nail clippers, pens, cards, coat, cups, bowls, and toiletries lost while under control of the Department. The Committee recommends approval of \$44.46 for this claim.

2s. DEPARTMENT OF CORRECTIONS continued

13) Anthony Lovejoy #398464 \$319.92

The claimant (09-SAB/DOC-160) requests \$319.92 reimbursement for his eyeglasses, dental floss, dominoes, and 1 AC/DC adapter lost while under control of the Department. The Committee recommends approval of \$286.16 for this claim.

14) Leon Miles #111158 \$ 75.00

The claimant (09-SAB/DOC-224) requests \$75.00 reimbursement for his footlocker damaged during transfer from one facility to another. The Committee recommends approval of \$37.50 for this claim.

15) Martin Patterson #118372 \$184.98

The claimant (09-SAB/DOC-150) requests \$184.98 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of this claim.

16) Dewayne S. Plemmons #512872 \$199.06

The claimant (09-SAB/DOC-188) requests \$199.06 reimbursement for his TV and radio lost during transfer from one facility to another. The Committee recommends approval of \$89.02 for this claim.

17) Robert Powell #283340 \$142.50

The claimant (09-SAB/DOC-386) requests \$142.50 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of this claim.

18) Donald Price #246671 \$ 93.29

The claimant (09-SAB/DOC-184) requests \$93.29 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$9.33 for this claim.

2s. DEPARTMENT OF CORRECTIONS continued

19) Daren D. Reese #560261 \$ 6.10

The claimant (09-SAB/DOC-213) requests \$6.10 reimbursement for his lock cut off during a shakedown. The Committee recommends approval of this claim.

20) Erwin Richardson #192652 \$322.00

The claimant (09-SAB/DOC-388) requests \$322.00 reimbursement for numerous items damaged by another inmate while under control of the Department. The Committee recommends approval of this claim.

21) Michael Riggins #344165 \$ 30.08

The claimant (09-SAB/DOC-208) requests \$30.08 reimbursement for his hobby craft items ordered and never received. The Committee recommends approval of this claim.

22) Timmy Rosenberg #433271 \$ 71.95

The claimant (09-SAB/DOC-305) requests \$ 71.95 reimbursement for 2 shirts damaged during the numbering process. The Committee recommends approval of \$13.50 for this claim.

23) Cary J. Saferian #207905 \$979.99

The claimant (09-SAB/DOC-217) requests \$979.99 reimbursement for numerous items lost while under control of the Department. The Committee recommends approval of \$455.09 for this claim.

24) Chris A. Sarr #291625 \$ 44.88

The claimant (09-SAB/DOC-193) requests \$44.88 reimbursement for his headphones and a lamp damaged while under control of the Department. The Committee recommends approval of \$28.50 for this claim.

25) Jennifer Scibilia #256855 \$ 30.29

The claimant (09-SAB/DOC-216) requests \$30.29 reimbursement for her electric razor damaged by staff. The Committee recommends approval of \$13.67 for this claim.

2s. DEPARTMENT OF CORRECTIONS continued

26) Steven B. Smith #237213 \$179.00

The claimant (09-SAB/DOC-187) requests \$179.00 reimbursement for his TV stolen while under control of the Department. The Committee recommends denial of this claim.

27) Johnnie Stanley #326530 \$120.00

The claimant (09-SAB/DOC-387) requests \$120.00 reimbursement for his TV, trimmers, and tape player destroyed by another inmate. The Committee recommends approval of this claim.

28) Bryon Streeter #274192 \$ 97.50

The claimant (09-SAB/DOC-011) requests \$97.50 reimbursement for his TV damaged while under control of the Department. The Committee recommends denial of this claim.

29) Dale A. Taylor #251526 \$198.74

The claimant (09-SAB/DOC-127) requests \$198.74 reimbursement for his TV and typewriter damaged during a shakedown by staff. The Committee recommends approval of \$47.70 for this claim.

30) Michael A Taylor #366061 \$104.58

The claimant (09-SAB/DOC-220) requests \$104.58 reimbursement for his beard trimmers and store goods stolen while under control of the Department. The Committee recommends denial of this claim.

31) Myron David Taylor #205265 \$ 87.00

The claimant (09-SAB/DOC-168) requests \$87.00 reimbursement for his footlocker damaged while under control of the Department. The Committee recommends denial of this claim.

32) Richard Townsend #181480 \$ 17.25

The claimant (09-SAB/DOC-276) requests \$17.25 reimbursement for his headphones damaged during transfer from one facility to another. The Committee recommends approval of \$16.42 for this claim.

2s. DEPARTMENT OF CORRECTIONS continued

33) Richard Townsend #181480 \$155.00

The claimant (09-SAB/DOC-277) requests \$155.00 reimbursement for his typewriter damaged during transfer from one facility to another. The Committee recommends approval of \$15.50 for this claim.

34) Richard Townsend #181480 \$ 14.25

The claimant (09-SAB/DOC-278) requests \$14.25 reimbursement for his radio damaged during transfer from one facility to another. The Committee recommends denial of this claim.

35) Matthew Underwood #274976 \$ 60.88

The claimant (09-SAB/DOC-200) requests \$60.88 reimbursement for his gym shoes, coffee, and toiletries lost during transfer from one facility to another. The Committee recommends approval of \$36.93 this claim.

36) Randy Valkoun #217620 \$ 25.10

The claimant (09-SAB/DOC-039) requests \$25.10 reimbursement for his padlocks damaged by staff. The Committee recommends approval of \$14.00 for this claim.

37) Jerry Vandiver #141306 \$ 79.50

The claimant (09-SAB/DOC-173) requests \$79.50 reimbursement for his TV lost while under control of the Department. The Committee recommends approval of \$7.95 for this claim.

38) Gerry Mark Vaught #256728 \$900.00

The claimant (09-SAB/DOC-191) requests \$900.00 reimbursement for payment to Kresge Eye Center he was inappropriately charged for. The Committee recommends denial of this claim.

39) Anthony Wagner #521006 \$101.80

The claimant (09-SAB/DOC-075) requests \$101.80 reimbursement for his TV, food items, nail clippers, and a jar of Vaseline lost while under control of the Department. The Committee recommends approval of \$47.00 for this claim.

2s. DEPARTMENT OF CORRECTIONS continued

40) Alise White #321691 \$ 26.00

The claimant (09-SAB/DOC-347) requests \$26.00 reimbursement for his tennis shoes destroyed by his roommate while he was at school. The Committee recommends denial of this claim.

41) Richard Allen White #521222 \$112.22

The claimant (09-SAB/DOC-156) requests \$112.22 reimbursement for his gym shoes, dictionary, cassette player, undershirts, and a bowl lost while under control of the Department. The Committee recommends approval of \$36.69 for this claim.

42) Robert White #437744 \$ 79.90

The claimant (09-SAB/DOC-054) requests \$79.90 reimbursement for his TV damaged by the water sprinkler system. The Committee recommends approval of \$49.94 for this claim.

43) James Whorton #321193 \$ 93.29

The claimant (09-SAB/DOC-009) requests \$93.29 reimbursement for his TV lost during transfer from one facility to another. The Committee recommends approval of \$9.32 for this claim.

44) Robert Whyte #221959 \$311.00

The claimant (09-SAB/DOC-275) requests \$311.00 reimbursement for his typewriter damaged during transfer from one facility to another. The Committee recommends approval of \$248.80 for this claim.

45) Charlie Williams #258129 \$ 99.19

The claimant (09-SAB/DOC-133) requests \$99.19 reimbursement for his TV lost while under control of the Department. The Committee recommends approval of \$10.00 for this claim.

46) Roderick Williams #248985 \$ 87.00

The claimant (09-SAB/DOC-185) requests \$87.00 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$8.70 for this claim.

2s. DEPARTMENT OF CORRECTIONS continued

47) Curtis Winans #168200 \$ 87.00

The claimant (09-SAB/DOC-007) requests \$87.00 reimbursement for his footlocker damaged during transfer from one facility to another. The Committee recommends approval of \$8.70 for this claim.

48) Robert Wisniewski #193364 \$ 75.00

The claimant (09-SAB/DOC-350) requests \$75.00 reimbursement for photographs of his parents lost while under control of the Department. The Committee recommends approval of \$37.50 for this claim.

49) David Zamboroski #167107 \$388.79

The claimant (09-SAB/DOC-043) requests \$388.79 reimbursement for his personal property lost while under control of the Department. The Committee recommends approval of \$195.00 for this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI 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.

A M E R I C A N R E C O V E R Y &
R E I N V E S T M E N T A C T F U N D S
A G E N D A

1/8/2010 1:40 version

FINANCE AND CLAIMS COMMITTEE

January 12, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

January 19, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

1a. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|---|--|
| 1) | Various RATSH -09 Series
(Listing on file) | \$ 0.00 Amendment
\$ 2,200,000.00 New Total
100% Recovery Act Funds
Two-year, three-month grant to
support and enhance domestic
violence transitional
supportive housing services -
Re-submitted to change contract
period only |
|----|---|--|

SECTION III - AGENCY SUBMITTED - NEW GRANTS

2a. DEPARTMENT OF AGRICULTURE

- | | | |
|----|---|---|
| 1) | Chippewa - East Mackinac
Conservation District
Sault Ste. Marie, MI | \$ 130,000.00 Total
FY10-11 100% Recovery Act Funds
One-year grant for Emerald Ash
Borer Slow Ash Mortality
project |
|----|---|---|

3a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Various Grantees
(Listing on file) \$ 17,443,644.00 Total
FY10 100% Recovery Act Funds
These grants will assist eligible cities, townships, and counties in implementing energy efficiency and conservation strategies

- 2) Statewide Workforce
Development Boards
(Listing on file) \$ 850,000.00 Total
FY10 100% Recovery Act Funds
Grantees will receive federal formula funding to provide employment and case management services for individuals adversely affected by foreign competition as part of the One-Stop System

- 3) Various Statewide
Rehabilitation
Organizations
(Listing on file) \$ 1,104,096.00 Total
FY10-11 100% Recovery Act Funds
Grantees will receive funds for establishment of projects providing a formal mechanism through which MRS collaborates with community partners in carrying out the purposes of the public rehabilitation program

- 4) The Center for Automotive
Research
Ann Arbor, MI \$ 650,390.00 Total
FY10-11 100% Recovery Act Funds
Grant to support the analysis of labor market data to assess economic activity in energy efficiency and renewable energy industries and identify occupations and skill requirements within those industries

3a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH continued

- 5) William A. Crouchman, \$ 2,071,497.00 Total
Chairman Macomb County **FY10-11** 100% Recovery Act Funds
Board of Commission This grant will support
Macomb/St. Clair Workforce continued one-stop delivery
Development Board system services to adult
Clinton Township, MI workers, which include core,
intensive, and training
services
- 6) Various Grantees \$ 9,445,012.00 Total
(Listing on file) **FY10** 100% Recovery Act Funds
Grant funds to establish and
administer an appliance rebate
program to spur economic
growth, save energy, and reduce
greenhouse gas emissions by
encouraging appliance
replacements through consumer
rebates

4a. DEPARTMENT OF NATURAL RESOURCES

- 1) Greening of Detroit \$ 192,000.00 Total
Detroit, MI **FY10-11** 100% Recovery Act Funds
Grant for replanting of trees
lost to Emerald Ash Borer

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

5a. DEPARTMENT OF HUMAN SERVICES

- 1) Various CSBG-S 09-Series \$ 338,400.00 Amendment
(Listing on file) \$ 18,366,321.00 New Total
FY10 100% Recovery Act Funds
Increase to incorporate
"Benefits Enrollment
coordination Efforts"
identified in the CSBG ARRA
State Plan

SECTION V - DMB SUBMITTED - NEW CONTRACTS

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

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

APPROVED

January 19, 2010

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **January 19, 2010**. Those present being:

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

Member: Steven Liedel, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Patrick F. Isom, Department of Attorney General; Sherry Bond,
Sergio Paneque, Janet Rouse, Department of Management and Budget;
Duane Berger, Department of State; Leon Hank, Jean Ingersoll,
Department of Transportation; Gary Owen, Lt. Governor's Office;
James Mahoney, CSG; Jonathan Raven, Fraser, Trebilcock

The Finance and Claims Committee special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

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

01/15/2010 2:30 version

FINANCE AND CLAIMS COMMITTEE

January 19, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

January 19, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
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this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

1s. DEPARTMENT OF TREASURY

- | | |
|--|---|
| 1) Various Grantees
(Listing on file) | \$ 977,235.00 Total
FY10 100% Federal Funds
Grants to train local
counselors and communities to
create a college-going culture |
|--|---|

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

2s. DEPARTMENT OF HUMAN SERVICES

- | | |
|---------------------------------|--|
| 1) MCMI
Sterling Heights, MI | \$ 27,436.00 (One-Time)
FY10 55% GF 45% Federal
431R020021 Security System and
Installation for the new
Detroit office location |
|---------------------------------|--|

SECTION VI - DMB CONTRACT - CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI 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 Reports for the regular meeting of January 12, 2010, and the special meeting of January 19, 2010. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting of January 12, 2010, and the special of January 19, 2010, be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

APPROVED

January 19, 2010

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 January 13, 2010. Those present being:

Chairperson: Duane Berger, representing Approved _____
Secretary of State Land

Member: Gary Owen, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Connie Hanrahan, Jean Ingersoll, Wayne Roe, Jr., Pat Scarlett,
Dale Spencley, Betsy Steudle, Karen Watson, Brad Wieferich, Chris
Youngs, 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 T. Steudle, the Director of the Department of Transportation, regarding Item 27 of the regular agenda.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Item 33 of the regular agenda contingent upon approval by the Office of Commission Audit. Supported by Mr. Owen, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

Continued on page 2

Transportation and Natural Resources Committee Report
January 13, 2010
Page 2

At the State Administrative Board meeting on January 19, 2010, Item 33 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: January 13, 2010 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: January 19, 2010 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Excess Property Easement)
Tract 1187, Control Section 41064, Parcel 78S, Part A

The subject tract is located in the Township of Byron, Kent County, Michigan, and contains approximately 1,500 square feet. The Byron-Gaines Water Authority has requested an easement for construction and maintenance of a local water main. It was determined by Pete Loftis, Grand Region Real Estate Agent, that the transaction provides a mutual benefit; therefore an appraisal is unnecessary. The conveyance of easement was approved by the Region Real Estate Agent on March 27, 2009, for mutual benefits. The parcel in question is Michigan Department of Transportation (MDOT) excess property left over from the M-6 project. It is the opinion of the MDOT Real Estate Division that the utility easement will allow the municipality to provide water service to the property and neighboring properties, which in turn will enhance the future marketability of the property under its current zoning. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction will convey an easement necessary for a public water main to a local public water utility in the Township of Byron.

Purpose/Business Case: The purpose of granting easements 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 that property. In this case, a piece of excess property can be used for the storage of construction materials and staging for upcoming construction projects on US-131.

Funding Source: N/A.

Commitment Level: MDOT is committed to maintaining the functionality of its infrastructure while providing a local public agency with the ability to utilize a portion of excess property necessary for a public utility purpose.

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: 49315.

* Denotes a non-standard contract/amendment

2. HIGHWAYS (Real Estate) – Resolution “B” (Right of First Opportunity)
 Tract 1266, Control Section 41064, Parcel 106AP, Part C, Parcel 107AP, Part D

The subject tract is located in the Township of Cascade, Kent County, Michigan, and contains approximately 1.336 acres (the north half of abandoned 60th Street). As part of an approved administrative settlement between Michigan Department of Transportation (MDOT) and the Foremost Insurance Company for the acquisition of property necessary for the construction of the M-6 project, the company was given a Right of First Opportunity to take possession of the subject tract at no cost should it be declared excess property. The Foremost Insurance Company has now elected to exercise this condition of the Option to Purchase. The transaction was approved by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, on December 16, 2009. The tract was not offered to the local municipalities because of the Right of First Opportunity. The property has been declared excess by the Bureau of Highways – Development.

Criticality: MDOT is obligated to complete this transaction in accordance with the Option to Purchase between MDOT and the Foremost Insurance Company with respect to the acquisition of property for the M-6 project; the Foremost Insurance Company was given a Right of First Opportunity to take possession of the subject tract at no cost.

Purpose/Business Case: The purpose of this excess property transaction is to return MDOT owned excess property to the local tax rolls and to comply with the Option to Purchase with which MDOT acquired property for the construction of M-6.

Benefit: MDOT benefits by reducing the inventory of state-owned property and returning excess property to the local tax rolls.

Funding Source: N/A.

Commitment Level: MDOT has a contractual obligation to complete this transaction.

Risk Assessment: If the excess property is not conveyed, MDOT will not be in compliance with the Option to Purchase with which right-of-way was acquired for the construction of M-6.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49546.

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

Amendatory Contract (2007-0643/A1) between MDOT and the Gogebic County Board of Commissioners will increase the contract amount by \$9,293 due to higher than anticipated costs associated with the construction of the hangar taxistreet and the site preparation work. The original contract provides for the design for and construction of a hangar taxistreet, for the preparation of a concept budget report for a new commercial service terminal building, and for the undertaking of airport crack sealing at the Gogebic-Iron County Airport in Ironwood, Michigan. The contract term remains unchanged, July 23, 2007, through July 22, 2027. The revised contract amount will be \$194,293. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$148,000	\$7,434	\$155,434
State Bond Funds	\$ 32,375	\$1,626	\$ 34,001
Gogebic County Funds	<u>\$ 4,625</u>	<u>\$ 233</u>	<u>\$ 4,858</u>
Total	<u>\$185,000</u>	<u>\$9,293</u>	<u>\$194,293</u>

* Denotes a non-standard contract/amendment

Criticality: The additional funding will cover the additional costs for the construction of the hangar taxiway and for the site preparation work. This work will enhance airport safety for aeronautical operations by creating the infrastructure for potential tenants to build hangars for storing their aircraft. Parking aircraft inside a hangar is critical for safety in harsh winter climates.

Purpose/Business Case: To increase the contract amount by \$9,293 to cover higher than anticipated costs associated with the construction of the hangar taxiway and the site preparation work.

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

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

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is the loss of federal funding for the additional work items at this airport.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49938.

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

Amendatory Memorandum of Understanding (MOU) (2008-236/A1) between MDOT and the Mackinac Island State Park Commission (MISPC) will add emergency pavement repair on the runway to the project and will increase the MOU amount by \$29,963. The original MOU provides for the installation of perimeter fencing at the Mackinac Island Airport on Mackinac Island, Michigan. The term of the MOU remains unchanged, July 3, 2008, through July 2, 2028. The revised MOU amount will be \$129,963. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$ 95,000	\$28,464	\$123,464
State Restricted Aeronautics Funds	\$ 5,000	\$ 1,499	\$ 6,499
Total	<u>\$100,000</u>	<u>\$29,963</u>	<u>\$129,963</u>

Criticality: A sinkhole in the middle of the runway required emergency repair in order to avoid shutdown of air service to Mackinac Island. Air service is the primary mode of transportation for island residents in the winter time when the ferries are not running and the ice bridge has not yet formed. The emergency fix is being monitored daily, and a permanent fix is planned for the near future.

Purpose/Business Case: To increase the MOU amount by \$29,963 to cover the cost of emergency pavement repair on the runway.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds and 5% State Restricted Aeronautics Funds.

Commitment Level: The MOU is for a fixed cost.

Risk Assessment: If the amendment is not approved and the additional services are not performed, the airport will not be in compliance with FAA safety standards.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49757.

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

Amendatory Contract (2008-0501/A1) between MDOT and the City of Greenville will increase the contract amount by \$11,432 due to higher than anticipated final construction costs. The original contract provides for the performance of terminal site work and demolition work, for the installation of an electrical vault, and for airport paint marking at the Greenville Municipal Airport in Greenville, Michigan. The contract term remains unchanged, September 15, 2008, through September 14, 2028. The revised contract amount will be \$205,599. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$184,459	\$10,859	\$195,318
State Restricted Aeronautics Funds	\$ 4,854	\$ 286	\$ 5,140
City of Greenville Funds	\$ 4,854	\$ 287	\$ 5,141
Total	<u>\$194,167</u>	<u>\$11,432</u>	<u>\$205,599</u>

Criticality: The additional funding will cover the additional costs for as-constructed quantity changes. This project will enhance airport safety and will reduce overall operational expenses of the airport.

Purpose/Business Case: To increase the contract amount by \$11,432 to cover final construction costs due to as-constructed quantity changes. The original costs were based on estimates.

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

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Greenville Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is the loss of federal funds for the additional work items.

Cost Reduction: The project was bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48838.

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

Amendatory Contract (2008-0532/A1) between MDOT and the Mason County Board of Commissioners will increase the contract amount by \$2,001 due to higher than anticipated costs associated with the rehabilitation of the runway lighting fixtures. The original contract provides for the rehabilitation of the medium intensity runway lights (MIRL) on runways 8/26 and 1/19, including new segmented circle and windcone, and for the rehabilitation of the beacon at the Mason County Airport in Ludington, Michigan. The contract term remains unchanged, October 23, 2008, through October 22, 2028. The revised contract amount will be \$237,001. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$223,250	\$1,900	\$225,150
State Restricted Aeronautics Funds	\$ 5,875	\$ 50	\$ 5,925
Mason County Funds	\$ 5,875	\$ 51	\$ 5,926
Total	<u>\$235,000</u>	<u>\$2,001</u>	<u>\$237,001</u>

Criticality: This amendment will cover the additional costs for the rehabilitation and replacement of the various field lighting fixtures. These fixtures are critical to flight operations during hours of darkness.

Purpose/Business Case: To increase the contract amount by \$2,001 to cover higher than anticipated costs associated with the rehabilitation of the runway lighting fixtures.

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

Funding Source: 90% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Mason County Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is the loss of federal funds for the additional work items at this airport.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49431.

7. AERONAUTICS AND FREIGHT (Aeronautics) – Update of Airport Layout Plan and Exhibit A Property Map

Contract (2010-0074) between MDOT and Drummond Township will provide federal and state grant funds for the update of the airport layout plan (ALP) and the Exhibit A property map at the Drummond Island Airport on Drummond 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 three years. The estimated project amount will be \$96,000. Source of Funds: FAA Funds (via block grant) - \$76,800; State Restricted Aeronautics Funds - \$16,800; Drummond Township Funds - \$2,400.

Criticality: The update of the ALP will ensure that future development projects are designed and constructed to the latest federal and state standards. An updated property map is required before the airport can receive FAA entitlement monies.

Purpose/Business Case: To provide for the update of the ALP and the Exhibit A property map.

Benefit: Will allow the airport to meet current FAA standards.

Funding Source: 80% FAA Funds; 17.5% State Restricted Aeronautics Funds; 2.5% Drummond Township 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 contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49726.

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

Contract (2010-0089) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the preliminary engineering for the relocation of Argyle Road and for the installation of taxiway guidance signs at the Jackson County-Reynolds Field in Jackson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years.

The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$50,000. Source of Funds: FAA Funds (via block grant) - \$47,500; State Restricted Aeronautics Funds - \$1,250; Jackson County Funds - \$1,250.

Criticality: This project will enhance safety margins for aeronautical activities at the airport.

Purpose/Business Case: To provide for the development of engineering plans for the relocation of Argyle Road and for the installation of taxiway guidance signs.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Jackson County Funds.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

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. All consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49202.

9. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0090) between MDOT and the City of Lowell will provide state grant funds for the land acquisition costs of parcels E12 and E13 at the Lowell City Airport in Lowell, Michigan. The contract will be in effect from the date of award through 20 years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of 20 years, in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$234,000. Source of Funds: State Restricted Aeronautics Funds - \$210,600; City of Lowell Funds - \$23,400.

Criticality: All land acquisitions and easements are state and federally mandated to meet approach protection requirements. The airport sponsor is required to maintain clear approaches to meet minimum state licensing requirements. The property acquisitions will allow the airport to meet this requirement for safety.

Purpose/Business Case: To provide for the final court-awarded condemnation costs for parcels E12 and E13.

Benefit: The court-ordered settlement will allow the easements to be purchased and the airport to keep the approaches to the runway clear of obstructions.

Funding Source: 90% State Restricted Aeronautics Funds and 10% City of Lowell 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 with state participation.

Cost Reduction: The amount was determined by a court-ordered settlement and is not negotiable.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49331.

10. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Airport Improvements

Contract (2010-0091) between MDOT and the City of Greenville will provide federal and state grant funds for the development of engineering plans for the construction of a new west parallel taxiway and taxilanes at the Greenville Municipal Airport in Greenville, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$22,000. Source of Funds: FAA Funds (via block grant) - \$20,900; State Restricted Aeronautics Funds - \$550; City of Greenville Funds - \$550.

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

Purpose/Business Case: To provide for the development of engineering plans for the construction of a new west parallel taxiway and taxilanes.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Greenville Funds.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

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: 48838.

11. AERONAUTICS AND FREIGHT (Aeronautics) – Environmental Assessment

Contract (2010-0097) between MDOT and the City of Ann Arbor will provide federal and state grant funds for the performance of an environmental assessment (phase II) at the Ann Arbor Municipal Airport in Ann Arbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$55,000.

Source of Funds: FAA Funds (via block grant) - \$44,000; State Bond Funds - \$9,625; City of Ann Arbor Funds - \$1,375.

Criticality: The environmental assessment will study the effects of the proposed runway extension on the environment and help to establish project limits. The decision to proceed with the runway extension will be determined by the effects the project will have on the surrounding environment.

Purpose/Business Case: To provide for the performance of an environmental assessment (phase II).

Benefit: Will determine the environmental impacts of the proposed runway extension.

Funding Source: 80% FAA Funds; 17.5% State Restricted Aeronautics Funds; 2.5% City of Ann Arbor 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: 48108.

12. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0098) between MDOT and the Oscoda County Board of Commissioners will provide federal and state grant funds for the land acquisition settlement costs for parcels 4 and 5 and for the land acquisition consultant costs for parcels 6, 7, and 8 at the Oscoda County Airport in Mio, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years.

The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$157,895. Source of Funds: FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$3,947; Oscoda County Funds - \$3,948.

Criticality: All land acquisitions are federally mandated to meet FAA safety requirements for controlling runway protection zones. The property acquisitions will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for land acquisition settlement costs for parcels 4 and 5 and for the land acquisition consultant costs for parcels 6, 7, and 8.

* Denotes a non-standard contract/amendment

Benefit: Will enhance airport safety by allowing the airport to maintain an obstruction-free approach.
Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Oscoda County Funds.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
Cost Reduction: The consultant contracts were reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 48647.

13. AERONAUTICS AND FREIGHT (Aeronautics) – Approach Clearing

Contract (2010-0099) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for approach clearing on runway 27 at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$635,000. Source of Funds: FAA Funds (via block grant) - \$603,250; State Restricted Aeronautics Funds - \$15,875; SMRAA Funds - \$15,875.

Criticality: This project will provide an obstruction-free approach to the runway, as mandated by the FAA, and will increase the safety margin for aeronautical activity at the airport.

Purpose/Business Case: To provide for approach clearing for area 4 on runway 27.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% SMRAA 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 let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

14. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0100) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the land acquisition costs of parcel 378 at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$877,111. Source of Funds: FAA Funds (via block grant) - \$833,255; State Restricted Aeronautics Funds - \$21,928; SMRAA Funds - \$21,928.

Criticality: This project will allow the airport to meet Federal requirements for safety and protection areas and to extend the runway to 6,000 feet. The extended runway will allow aircraft with heavier payloads and additional fuel to use the airport in adverse weather conditions.

Purpose/Business Case: To provide for the condemnation costs for parcel 378 (commonly known as the Fruit Market). The costs include attorney fees and court-ordered costs.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% SMRAA Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

15. AERONAUTICS AND FREIGHT (Aeronautics) – Update of Exhibit A

Contract (2010-0101) between MDOT and the City of Three Rivers will provide federal and state grant funds for the update of the Exhibit A property map at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$10,000. Source of Funds: FAA Funds (via block grant) - \$8,000; State Bond Funds - \$1,750; City of Three Rivers Funds - \$250.

Criticality: An updated property map is required before the airport can receive FAA entitlement monies.

Purpose/Business Case: To provide for the update of the Exhibit A property map.

Benefit: Will define the boundaries of the airport property as well as any federal safety areas and airspace requirements not controlled by the airport.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49093.

16. *AERONAUTICS AND FREIGHT SERVICES (Aeronautics) – Design of Airport Improvements

Memorandum of Understanding (MOU) (2010-0102) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the performance of design engineering services for airport crack sealing and paint marking and for the design and construction of approach clearing on runway 8/26 (phase II) 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 \$65,000. Source of Funds: FAA Funds (via block grant) - \$61,750 and State Restricted Aeronautics Funds - \$3,250.

* Denotes a non-standard contract/amendment

Criticality: These projects will increase the safety margin for aeronautical activity at the airport, as mandated by the FAA.

Purpose/Business Case: To provide for the development of engineering plans for airport crack sealing and paint marking and for the design of and construction for approach clearing on runway 8/26 (phase II), including survey and data submission for new instruction approach procedures.

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

Funding Source: 95% FAA Funds (via block grant) and 5% State Restricted Aeronautics 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: 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: 49757.

17. AERONAUTICS AND FREIGHT (Aeronautics) – Purchase of Snow Removal Equipment

Contract (2010-0104) between MDOT and the Township of Grosse Ile will provide federal and state grant funds for the purchase of snow removal equipment (SRE) at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$171,700. Source of Funds: FAA Funds (via block grant) - \$163,115; State Restricted Aeronautics Funds - \$4,292; Township of Grosse Ile Funds - \$4,293.

Criticality: The purchase of the SRE will allow the airport to operate safely, remove snow efficiently, and remain open regardless of the season.

Purpose/Business Case: To provide for the purchase of SRE (carrier vehicle with plow).

Benefit: Will allow the airport to remove snow efficiently and to remain open regardless of the season.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Township of Grosse Ile Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48138.

18. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (46066-109041) under Master Agreement (2006-5077), dated August 10, 2006, between MDOT and Adrian & Blissfield Railroad Company (A&B) will provide funding for the installation of flashing-light signals and a half-roadway gate, interconnected with another railroad's warning devices, at the grade crossing of Gulf Street in Lenawee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. Funding for this project is provided by Federal and State dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1) (a), respectively. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Adrian and approved on October 30, 2007. The total cost of the project is estimated at \$341,347. Source of Funds: Federal Highway Administration Funds - \$238,943; FY 2010 State Restricted Trunkline Funds - \$102,404.

Criticality: In October 2007, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. The work was initially delayed in the hope that the crossing could be closed; once that proved not to be feasible, an Administrative Order was issued mandating that A&B make the safety enhancements.

Purpose/Business Case: The project will provide for the addition of flashing-light signals and a half-roadway gate, interconnected with another railroad's warning devices, at the existing grade crossing of A&B with Gulf Street in Adrian, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City, the railroad, and MDOT's Rail Safety Section.

Funding Source: Federal Highway Administration Funds - \$238,943; FY 2010 State Restricted Trunkline Funds - \$102,404.

Commitment Level: The authorization amount is based on A&B's detailed estimate. All costs will be paid on a force account basis.

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

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

Selection: N/A.

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

Zip Code: 49221.

19. AERONAUTICS AND FREIGHT (Freight) – Railroad Crossing Closure
Contract (2010-0087) between MDOT and Michigan State University (MSU), a state-designated institutional road authority, will provide a lump sum incentive payment in exchange for MSU's action to permanently eliminate its Farm Lane at-grade crossing with CSX Transportation, Inc. (CSX), in Ingham County. This will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). All work to eliminate the at-grade crossing has been completed. The contract will be in effect from the date of the award until the last obligation between the parties has been fulfilled. The contract amount will be \$75,000. Source of Funds: FY 2010 State Restricted Trunkline Funds - \$75,000.

Criticality: Permanently closing an at-grade crossing to vehicular traffic ensures that no motorist will be injured or killed at the crossing in the future. The availability of this incentive funding, which MSU may use for any transportation purpose, was critical to the decision to close the crossing.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to road authorities.

Benefit: The crossing elimination is being undertaken by MSU for the purpose of enhancing motorist safety. Eliminating the at-grade crossing of Farm Lane will end vehicular movements and eliminate potential car-train crashes at this location.

Funding Source: FY 2010 State Restricted Trunkline Funds - \$75,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this state incentive payment was critical to MSU's decision to eliminate the at-grade crossing.

Cost Reduction: The costs of accomplishing the crossing elimination will be shared by MSU and CSX. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48824.

20. AERONAUTICS AND FREIGHT (Freight) – Railroad Crossing Closure

Contract (2010-0088) between MDOT and Michigan State University (MSU), a state-designated institutional road authority, will provide a lump sum incentive payment in exchange for MSU's action to permanently eliminate its Farm Lane at-grade crossing with Grand Trunk Western Railroad (GTW) in Ingham County. This will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). All work to eliminate the at-grade crossing has been completed. The contract will be in effect from the date of the award until the last obligation between the parties has been fulfilled. The contract amount will be \$75,000. Source of Funds: FY 2010 State Restricted Trunkline Funds - \$75,000.

Criticality: Permanently closing an at-grade crossing to vehicular traffic ensures that no motorist will be injured or killed at the crossing in the future. The availability of this incentive funding, which MSU may use for any transportation purpose, was critical to the decision to close the crossing.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to road authorities.

Benefit: The crossing elimination is being undertaken by MSU for the purpose of enhancing motorist safety. Eliminating the at-grade crossing of Farm Lane will end vehicular movements and eliminate potential car-train crashes at this location.

Funding Source: FY 2010 State Restricted Trunkline Funds - \$75,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this state incentive payment was critical to MSU's decision to eliminate the at-grade crossing.

Cost Reduction: The costs of accomplishing the crossing elimination will be shared by MSU and GTW. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48824.

21. *EXECUTIVE - Increase Services and Amount, Extend Term
 Amendatory Memorandum of Understanding (MOU) (2008-0119/A3) between MDOT and the Michigan Department of Energy, Labor and Economic Growth (DELEG) will increase the contract amount by \$1,431,179 and will extend the contract term by approximately 13 months to provide for an additional 13 months of the services. This amendment will increase federal funding by \$1,301,072 and will increase state funding by \$130,107. The original contract provides federal funding for the creation and administration of the Road Construction Apprenticeship Readiness (RCAR) Program. The RCAR Program provides training to minority, female, and economically disadvantaged individuals to help them to meet the entry requirements for and to complete road construction apprenticeship programs. Individuals who successfully complete the RCAR Program will receive certification of preparation for entry into registered apprenticeship programs related to the road construction industry. The revised MOU term will be January 25, 2008, through May 31, 2011. The revised MOU amount will be \$3,998,315. Source of Funds: Federal Highway Administration Funds - \$1,301,072; State Restricted Trunkline Funds - \$130,107.

Criticality: Approval of this amendment will provide for the continuation of the RCAR Program for an additional 13 months. The RCAR Program seeks to create a sustainable process for supplying a qualified, diverse pool of highway construction workers through reaching out to individuals who might not be immediately ready to become apprentices due to a lack of basic skills and/or supports. Implementation of the RCAR Program will yield a core group of trained individuals capable of meeting contractor labor needs.

Purpose/Business Case: To provide for an additional 13 months of RCAR Program activities. Apprenticeship readiness programs play an important intervening role by helping people to meet the entry requirements for and to complete road construction apprenticeship programs. Successful completion of the RCAR Program will lead to certification for entry into registered apprenticeship programs related to the road construction industry

Benefit: Continuation of the RCAR Program, which provides a seamless pathway into the highway construction trades and has the potential to assist MDOT contractors in fulfilling their On-the-Job Training and Equal Employment Opportunity requirements on federally-funded transportation projects.

Funding Source: Federal Highway Administration Funds - \$1,301,072; State Restricted Trunkline Funds - \$130,107.

Commitment Level: Federal transportation funds provided pursuant to Section 5204(e) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; costs are estimated.

Risk Assessment: If the amendment is not approved, the program may not be able to continue, which could result in a shortage of trained individuals qualified to perform road construction work.

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

22. HIGHWAYS – Railroad Force Account Work
 Master Agreement (94-0804) between MDOT and Great Lakes Central Railroad, Inc., dated July 5, 1994, will provide for improvements at a crossing of Great Lakes Central Railroad with Highway M-52 in the City of Owosso, Shiawassee County. The improvements include the removal and full reconstruction of the crossing surface along with modernization of warning devices and related circuitry.

Estimated Funds:

Federal Highway Administration Funds	\$ 360,000
State Restricted Trunkline Funds	\$ 40,000
Total Funds	<u>\$ 400,000</u>

* Denotes a non-standard contract/amendment

STR 76011 – 106716A
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 a related roadway project being let in March 2010. Delaying the railroad work would stop the roadway work, which would require additional payment to the contractor for the delay.

Purpose/Business Case: To facilitate construction work for roadway improvements along Highway M-52.

Benefit: Increased safety by providing smoother crossing surface and enhanced warning device reliability.

Funding Source: Federal Highway Administration Funds and State Railroad Grade Crossing Funds.

Commitment Level: 90% federal funds, 10% state funds; based on railroad estimate.

Risk Assessment: The project will provide for a lower probability of vehicle loss of control due to the smoother crossing surface and a higher probability of motorist compliance with warning devices.

Cost Reduction: Improvements are on railroad property, and Great Lakes Central Railroad is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing railroad crossing surface and signals.

Zip Code: 48867.

23. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1047) between MDOT and Huron & Eastern Railway Company, Inc., dated July 5, 1994, will provide for improvements at a crossing of Huron & Eastern Railway Company, Inc., with Highway M-52 in the City of Owosso, Shiawassee County. The improvements will include the removal and full reconstruction of the crossing surface along with modernization of existing warning devices and related circuitry.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$ 310,000</u>
Total Funds	<u>\$ 310,000</u>

MRR 76011 – 106668A
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 a related roadway project being let in March 2010. Delaying the railroad work would stop the roadway work, which would require additional payment to the contractor for the delay.

Purpose/Business Case: To facilitate construction work for roadway improvements along Highway M-52.

Benefit: Increased safety by providing smoother crossing surface and enhanced warning device reliability.

Funding Source: State Railroad Grade Crossing Funds.

Commitment Level: 100% state funds; based on railroad estimate.

Risk Assessment: The project will provide for a lower probability of vehicle loss of control due to the smoother crossing surface and a higher probability of motorist compliance with warning devices.

Cost Reduction: Improvements are on railroad property, and Huron & Eastern Railway Company, Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing railroad crossing surface and signals.

Zip Code: 48867.

24. HIGHWAYS – IDS University Research Services

Authorization Revision (Z19/R2) under Contract (2002-0532) between MDOT and Michigan State University will extend the authorization term by six months to provide sufficient time for the university to complete the research project (20 days retroactive). Poor concrete specimens required recasting of the specimens and freeze-thaw retesting. Extra time is needed to subject all specimens to combined mechanical, freeze-thaw and corrosion loading. The original authorization provides for an assessment of damage and remaining service life for various overlay repair options on epoxy coated reinforcement bridge decks. The revised authorization term will be September 29, 2006, through June 30, 2010. The authorization amount remains unchanged at \$334,908. The contract term is September 10, 2003, through January 30, 2007, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

Criticality: This revision is critical because project deliverables will not be completed without the additional time needed to compensate for delays in laboratory testing.

Purpose/Business Case: To retroactively extend the authorization term by six months to provide sufficient time for the university to complete the research project. The combined mechanical, freeze-thaw, and corrosion loading is very complex, and testing each batch for up to 2 million cycles is taking much longer than originally anticipated. The freeze-thaw cycling must be stopped and the chamber brought to ambient conditions over several hours in order to measure the stiffness degradation of specimens periodically. Then the cycling has to be restarted. It takes about 25 days to test each batch of 3 specimens to 2 million cycles with periodic stiffness measurements. As a result of this lengthy and complex testing procedure, the testing will not be completed until April 2010. X-ray imaging and finalization of the test results will need to be done subsequently. The remaining time will be used to develop the final report for completion, review, and acceptance.

Benefit: The additional time will allow required field testing to validate the delamination detection system developed under this project. The laboratory testing will document the mechanism for deterioration of epoxy coated reinforcement in concrete. This information is necessary for project completion.

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

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

Risk Assessment: If this revision is not approved, the research will not provide information on the deterioration of epoxy coated reinforced bridge decks, and MDOT may not be able to program the appropriate fix for rehabilitation.

Cost Reduction: Actual cost basis.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

25. HIGHWAYS – IDS Time Extension

Amendatory Contract (2006-0288/A1) between MDOT and Access Engineering, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z8) (16 days retroactive). (See following item.) The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be January 4, 2007, through January 3, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The IDS contract expired on January 3, 2010. If the IDS contract is not extended, authorization (Z8) cannot be extended as needed, including authorization (Z8), and work under authorization (Z8) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended when needed. No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

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

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

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed, and the consultant will not be able to complete ongoing projects for which additional time is needed, including ongoing work under authorization (Z8).

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

26. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z8/R2) under Contract (2006-0288) between MDOT and Access Engineering, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the as-needed computer aided drafting and design (CADD) technician services (16 days retroactive). The additional time is needed because of extra requests for the drafting of traffic and safety standards, geometric design guidelines, and traffic signal and maintaining traffic plans. The original authorization provided for as-needed office CADD technician services to be performed at various locations statewide. The revised authorization term will be August 4, 2008, through January 3, 2011. The authorization amount remains unchanged at \$91,306.42. The contract term will be January 4, 2007, through January 3, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: It is critical that the Traffic and Safety Division receive the updated traffic and safety standards, geometric design guidelines, and traffic signal and maintaining traffic details in a timely manner.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the as-needed office CADD technician services. The additional time will allow the consultant to complete the extra requests for the drafting of traffic and safety standards, geometric design guidelines, and traffic signal and maintaining traffic plans.

Benefit: Will allow updates of required standards and guides that meet all goals and specifications to be delivered in a timely manner.

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 revision is not approved, the traffic and safety standards, geometric design guidelines, and traffic signal and maintaining traffic plans may not be updated in a timely manner.

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

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

New Project Identification: This is not a new project.

Zip Code: 48381.

27. HIGHWAYS – IDS Engineering Services

Retroactive Authorization Revision (Z11/R1) under Contract (2006-0587) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the traffic signal optimization services (136 days retroactive). Many unexpected issues resulted in the consultant going back and revising its work. The original authorization, which expired on September 5, 2009, provided for the performance of traffic signal optimization services at 85 locations in the Grand Region (CS various – JN 101124C). The revised authorization term will be March 26, 2008, through September 5, 2010. The authorization amount remains unchanged at \$374,278.73. The contract term is September 6, 2006, through September 5, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Signal optimization is a critical method of relieving congestion on roadways without facility expansion. Signal optimization results in traffic flow improvements, cost savings to motorists, reduced vehicle emissions, and reduced numbers of accidents along the corridors.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the traffic signal optimization services in the Grand Region. Many unexpected issues resulted in the consultant going back and revising its work.

Benefit: Will reduce delays, travel time, fuel consumption, and pollutants and provide a safer driving environment.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If the services are not performed, traffic congestion and user delays could result and federal funding could be lost. Corridors without signal progression have been shown to produce higher numbers of crashes than corridors with signal progression.

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

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

New Project Identification: This is not a new project.

Zip Code: 49504.

28. HIGHWAYS – IDS University Research Services

Authorization Revision (Z1/R1) under Contract (2007-0436) between MDOT and Lawrence Technological University will extend the contract term by approximately eight months to provide sufficient time for the university to complete the research project. Selecting locations for scour monitoring and monitoring equipment installation took longer than anticipated and unfavorable weather conditions limited measurable scour data. The original authorization provides for a critical evaluation of bridge scour for Michigan-specific conditions. The revised authorization term will be June 19, 2007, through February 1, 2011. The authorization amount remains unchanged at \$165,689.05. The contract term is March 23, 2007, through March 22, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

Criticality: There have been relatively few recent floods in the state, so measurable scour data has been limited. This revision will give the university additional time to collect scour data; increased data will provide a better understanding of bridge scour in Michigan.

Purpose/Business Case: To extend the authorization term by approximately eight months to provide sufficient time for the university to complete the research project. This revision will give the university additional time to collect scour data to use in bridge scour prediction equations.

Benefit: The revision will give the university time to collect additional Michigan-specific scour data. A better understanding of scour will allow MDOT to make Michigan bridges safer.

* Denotes a non-standard contract/amendment

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

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

Risk Assessment: If this revision is not approved, the university will not be able to collect additional Michigan-specific scour data. Limited Michigan-specific scour data would limit the effectiveness of the project calibrations. A better understanding of scour will allow MDOT to improve the safety of Michigan bridges.

Cost Reduction: Actual cost basis.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

29. HIGHWAYS - IDS Time Extension

Amendatory Contract (2007-0509/A1) between MDOT and Driesenga & Associates, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z3). (See following item.) The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised IDS contract term will be May 16, 2007, through May 15, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The IDS contract will expire on May 15, 2010. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z3), and the inspection and testing services under authorization (Z3) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended when needed. No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

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

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

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including ongoing work under authorization (Z3).

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

30. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2007-0509) between MDOT and Driesenga & Associates, Inc., will extend the authorization term by one year to provide for an additional year of as-needed inspection and testing services. The original authorization provides for as-needed inspection and testing services to be performed for construction projects for the Muskegon Transportation Service Center (TSC) at various locations in Muskegon, Newaygo, Oceana, and Ottawa Counties. Work items include inspection, staking, quality assurance testing, and preparation and documentation of project records. The revised authorization term will be February 18, 2009, through May 15, 2011. The authorization amount remains unchanged at \$349,680.41. The contract term will be May 16, 2007, through May 15, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Approval of this revision will allow the consultant to provide an additional year of as-needed inspection and oversight services to ensure that the construction projects are completed in accordance with state and federal guidelines so that federal participation is maintained.

Purpose/Business Case: To extend the authorization term by one year to provide for an additional year of as-needed inspection and testing services for the Muskegon TSC service area.

Benefit: Will provide for inspection and testing services to be performed for construction projects, as required by federal law, which will result in high quality products and ensure that requirements are met to satisfy state and federal guidelines and maintain federal participation.

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 revision is not approved, the projects may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services could result in the loss of federal participation on highway construction projects.

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

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

New Project Identification: This is not a new project.

Zip Code: 49444.

31. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2007-0633/A3) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services, will increase the contract amount by \$169,158.73, and will extend the contract term by one year. The additional work will include design services for the replacement of the structures at Fuller Avenue over I-196 eastbound and westbound. The additional services will include design work for Intelligent Transportation System (ITS) infrastructure, drainage, safety upgrades, private and public utility relocations, and structure approach and roadway work to accommodate the wider structure. The original contract provides for the performance of design services for the full depth concrete reconstruction of the existing two lanes of I-196 and the reconstruction of Coit Avenue and Lafayette Avenue and for the performance of bridge design studies for the Diamond Avenue and Eastern Avenue structures in Kent County (CS 41027 - JNs 75547C, 51883D, and 51884D). The revised contract term will be September 13, 2007, through February 4, 2011. The revised contract amount will be \$2,500,430.56. Source of Funds: 89.13% Federal Highway Administration Funds and 10.87% State Restricted Trunkline Funds.

Criticality: This project will reduce congestion and user delays and improve roadway and structure safety.
Purpose/Business Case: To provide for the performance of additional design services, including design work for the replacement of the structures at Fuller Avenue over I-196 eastbound and westbound.
Benefit: This amendment will allow work on the entire I-196 corridor through the downtown area to be completed within two years. The project will reduce congestion and user delays and improve roadway and structure safety.
Funding Source: 89.13% Federal Highway Administration Funds and 10.87% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: If this amendment is not approved and the project is not completed, congestion and user delays will continue, and an opportunity could be lost to improve roadway and structure safety.
Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract 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: 49503.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2008-0060) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for design services to be performed for the reconstruction of the existing I-275 non-motorized trail from the Willow Metropark entrance northerly to US-12 (Michigan Avenue) in Canton, Huron, and Van Buren Townships and in the City of Romulus, Wayne County (CSs various - JN 106194C). The work items will include design pick-up surveys, maintenance of traffic, preparation of required plans, and computation and verification of all plan quantities. The authorization will be in effect from the date of award through December 17, 2010. The authorization amount will be \$483,163.96. The contract term is December 18, 2007, through December 17, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This authorization will provide for design services to be performed for the reconstruction of the existing I-275 non-motorized trail from the Willow Metropark entrance northerly to US-12 (Michigan Avenue) in Canton, Huron, and Van Buren Townships and in the City of Romulus, Wayne County. The path was originally constructed in the 1970's, and portions are currently closed due to deteriorating conditions.
Purpose/Business Case: To provide for design services to be performed for the reconstruction and widening of the existing non-motorized facility, including American with Disabilities Act compliant access improvements, pedestrian structure replacements, and the installation of trailblazing signs and pedestrian signals.
Benefit: This project will allow portions of the path that are currently closed to be reopened to the public.
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 authorization is not approved, portions of the path currently closed to the public may not be reopened. The funding for this project is available at this time but may not be available in the future.
Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 48111.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2008-0064) between MDOT and B.B.F. Engineering Services, P.C., will provide for as-needed inspection and testing services to be performed for construction projects in the Metro Region, primarily in Wayne County. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through December 17, 2010. The authorization amount will be \$980,495.56. The contract term is December 18, 2007, through December 17, 2010. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

Criticality: Inspection and testing services help to fulfill the Metro Region's construction oversight needs, which is critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is maintained and not jeopardized on future projects.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for construction projects in the Metro Region.

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

Funding Source: 100% Federal Highway Administration Funds/ARRA.

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 projects 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 on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48216.

34. HIGHWAYS – IDS Engineering Services

Authorization (Z24) under Contract (2008-0287) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for IntelliDrive task force coordination, development and implementation of an overall strategic plan, and program office support (CS 84900 - JN 104455). The work items will include coordination and facilitation of meetings, review of the existing strategic plan, analysis of industry and national trends, interviews with key stakeholders, development of draft and final implementation plans, and representing MDOT at IntelliDrive industry meetings. The authorization will be in effect from the date of award through December 31, 2010. The authorization amount will be \$198,170.92. The contract term will be June 17, 2008, through December 31, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: MDOT has been working to implement a strategic plan for the IntelliDrive program for the past four years. These services will ensure that a strategy is developed to ensure that the job growth potential for the program is occurring in an organized manner and that the technical components of the IntelliDrive program are documented.

Purpose/Business Case: To provide for the development of an integrated strategy for all technical IntelliDrive activities in Michigan. This strategy will be combined with a business strategy being developed under another project and used to implement the MDOT IntelliDrive Strategic Plan.

Benefit: Michigan's leadership position in the IntelliDrive program could result in the generation of up to 16,000 jobs in Michigan over the next ten years. Deployment of the program is expected to improve roadway safety and mobility.

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

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

Risk Assessment: Failure to consolidate the IntelliDrive efforts in Michigan under one cohesive plan could result in duplication of effort and reduced effectiveness.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

35. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2008-0301/A1) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services and will increase the contract amount by \$39,835.94. The additional work items will include maintenance of traffic plans, quantities, and special provisions and are needed because of project revisions. The original project provides for design services to be performed for the reconstruction of the I-696 and I-94 interchange in the cities of Roseville and St. Clair Shores, Macomb County. The contract term remains unchanged, September 15, 2008, through December 31, 2011. The revised contract amount will be \$1,803,308.16. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This amendment will provide for the performance of additional design services needed because of project revisions. Approval of this amendment will allow the project to remain on schedule for letting in March 2010.

Purpose/Business Case: To provide for the performance of additional design services, including maintenance of traffic plans, quantities, and special provisions, needed because of revisions to the project.

Benefit: This project will improve the condition and safety of the interchange and reduce the long-term maintenance costs for the area.

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: The project plans currently detail a maintaining traffic option that is no longer preferred by the Region. If this amendment is not approved, the Region would be required to let the project as is. This could result in maintenance of traffic complications during construction, additional project costs, and increased traffic delays.

Cost Reduction: Cost in professional services contracts are 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: 48066.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z23) under Contract (2008-0509) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of full construction engineering services for the superstructure replacement and widening of the Opdyke Road bridge on Opdyke Road over M-59, Oakland County (CS 63043 - JN 86653A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 21, 2011. The authorization amount will be \$279,997.23. The contract term is September 22, 2008, through September 21, 2011. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

Criticality: Proper construction engineering oversight is critical in order to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner.

Purpose/Business Case: To provide for the performance of full construction engineering services for the superstructure replacement and widening of the Opdyke Road bridge on Opdyke Road over M-59, Oakland County.

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

Funding Source: 100% Federal Highway Administration Funds/ARRA.

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48326.

37. HIGHWAYS – IDS Engineering Services

Authorization (Z20) under Contract (2009-0096) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed for bridge widening, construction of a non-motorized path, repair of existing substructure, and approach work on Easterday Avenue over I-75 in Chippewa County (CS 17034 – JN 107191D). The work items will include the design for the proposed widening of the S04 structure for a non-motorized path, widening the approach slopes, building a pathway in the area of the bridge, repairing existing substructure and sidewalk, replacing the bridge railings and approaches, and maintaining traffic. The authorization will be in effect from the date of award through December 15, 2011. The authorization amount will be \$241,310.34. The contract term is December 16, 2008, through December 15, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Approval of this project is critical as the bridge deck on the structure carrying Easterday Avenue over I-75 is deteriorating rapidly. The concrete has deteriorated and delaminated and started to separate from the structure. The load-carrying capacity of the structure will be reduced if the deterioration is allowed to continue.

Purpose/Business Case: To provide for design services to be performed for bridge widening, construction of a non-motorized path, repair of existing substructure, and approach work on Easterday Avenue over I-75 in Chippewa County. Traffic will be maintained by part width construction.

Benefit: The project will improve bridge safety, provide safer pedestrian access, and extend the useful life of the structure by 25 years.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

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

Risk Assessment: If the authorization is not approved and the work is not performed, the structure will continue to deteriorate and could become unsafe. The structure could eventually require restricted access or closure.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49783.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2009-0097) between MDOT and Tyme Engineering, Inc., will provide for the performance of full construction engineering services for the resurfacing of southbound M-3 from Sunnyview Street to Cass Avenue in the City of Mount Clemens, Macomb County (CS 50051 - JN 45733A). The work items include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through December 15, 2011. The authorization amount will be \$375,346.73. The contract term is December 16, 2008, through December 15, 2011. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

Criticality: This authorization will provide for full construction engineering services to be performed for a project that has been let. The consultant will ensure that the construction project meets all federal and state requirements.

Purpose/Business Case: To provide for the performance of full construction engineering services for the resurfacing of southbound M-3 from Sunnyview Street to Cass Avenue in the city of Mount Clemens, Macomb County.

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

Funding Source: 100% Federal Highway Administration Funds.

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48043.

39. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z4/R1) under Contract (2009-0426) between MDOT and Tetra Tech of Michigan, PC, will provide for the performance of additional construction engineering services and will increase the authorization amount by \$10,885.56. The additional work will include construction engineering services for additional staking work and numerous field changes involving drainage required because of unforeseen utility conflicts. The original authorization provides for the performance of full construction engineering services for the reconstruction of US-24 at M-153, including intersection improvements, in the City of Dearborn, Wayne County (CS 82053 - JN 100807A). The authorization term remains unchanged, July 21, 2009, through May 5, 2012. The revised authorization amount will be \$107,110.12. The contract term is May 6, 2009, through May 5, 2012. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This revision will allow the consultant to perform additional construction engineering services required because of unforeseen utility conflicts. The project will reduce congestion and improve safety at the US-24/M-153 intersection.

Purpose/Business Case: To provide for the performance of additional construction engineering services required because of unforeseen utility conflicts. The project will include modification of the geometry and turning movements at the US-24/M-153 intersection.

Benefit: This revision will allow the consultant to provide additional required construction engineering oversight for the construction project. Additional staking work and field changes were required because of unforeseen utility conflicts. The project will improve safety and reduce congestion at the intersection.

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

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

Risk Assessment: If this revision is not approved, the construction project could lack necessary inspection, testing, and quality assurance.

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

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

New Project Identification: This is not a new project.

Zip Code: 48125.

40. HIGHWAYS – IDS University Research Services

Authorization (Z1) under Contract (2009-0433) between MDOT and Western Michigan University will provide for the monitoring and evaluation of the structural behavior of the deck panels of the Parkview Bridge, located on Parkview Avenue over US-131 in the City of Kalamazoo. The authorization will be in effect from the date of award through two years. The authorization amount will be \$230,684.76. The contract term is May 20, 2009, through May 19, 2013. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The behavior of a precast deck panel system is complex; the university will evaluate the structural response of the system and use the data to perform finite element analysis and to develop deterioration prediction models.

Purpose/Business Case: The university will monitor and evaluate the structural behavior of the Parkview Bridge deck panels under traffic loads using a sensor network installed during a previous project, validate design assumptions, and develop a deterioration prediction model.

Benefit: Validation of the performance of rapid construction technology. The use of rapid construction technology may reduce congestion and improve mobility.

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 authorization is not approved, the design and service life assumptions used for precast deck panels may not be independently verified.

Cost Reduction: Actual cost basis.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49008.

41. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2009-0495/A1) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional design services and will increase the contract amount by \$45,837.25. The additional services will include additional survey and coordination work needed to address an error in the survey information originally provided to the consultant by MDOT. The original contract provides for design services to be performed for the reconstruction of I-94/I-69 between Lapeer Road and the Black River Bridge in Port Huron Township, St. Clair County (CS 77111 – JNs various). The contract term remains unchanged, September 23, 2009, through December 31, 2011. The revised contract amount will be \$3,201,738.27. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This project is for the reconstruction of I-94/I-69 between Lapeer Road and the Black River Bridge in Port Huron Township. This is a capacity increase project for the freeway portion of the Blue Water Bridge Plaza.

Purpose/Business Case: To provide for the performance of additional design services needed to address an error in the survey information originally provided to the consultant by MDOT.

Benefit: The amendment will allow the design work for the project to be completed. The project will improve the condition and safety of the highway and bridge and reduce the long-term maintenance costs for the area.

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

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

Risk Assessment: If the amendment is not approved and the additional survey and coordination work is not completed, the project and the resulting safety improvements could be delayed.

Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract 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: 48060.

42. *HIGHWAYS – Design Services

Contract (2009-0497) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for design services to be performed for reconstruction work along M-25 (Pine Grove Avenue) surrounding the area impacted by the Blue Water Bridge Plaza expansion in the City of Port Huron, St. Clair County (CS 77111 – JNs various). The work items will include the performance of design surveys, preparation of required plans, computation of plan quantities, preparation of staging plans for maintenance of traffic during construction, geotechnical investigation, and performance of a crash analysis and safety review. The contract will be in effect from the date of award through August 31, 2013. The contract amount will be \$3,256,921.24. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This is a trunkline relocation project for the city streets portion of the Blue Water Bridge Plaza expansion effort. If the design work does not begin at this time, the Metro Region will be unable to deliver the project as scheduled for an October 2012 letting.

Purpose/Business Case: To provide for the design of the city street portion of the Blue Water Bridge Plaza expansion effort, including the relocation of M-25 (Pine Grove Avenue), the construction of one new bridge, the removal of two existing bridges, and the construction of connecting ramps between the I-94/I-69 Black River Bridge, the existing plaza, and M-25. The project limits are along M-25 from south of 10th Avenue to north of Garfield Street and along I-94/I-69 from the Black River Bridge to the Blue Water Bridge Plaza, surrounding the limits of the proposed Blue Water Bridge Plaza.

Benefit: Will move the Blue Water Bridge Plaza expansion project forward and will address national security issues by eliminating the M-25 crossing under the Blue Water Bridge Plaza.

Funding Source: 80% Federal Highway 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: This work is part of the larger Blue Water Bridge Plaza expansion project. If this contract is not approved, the project design work will not be completed on schedule and MDOT will not be able to let the project for construction on schedule. The project as a whole would be delayed.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

43. HIGHWAYS – IDS University Research Services

Authorization Revision (Z1/R1) under Contract (2009-0746) between MDOT and Michigan State University will extend the authorization term by approximately five months to provide sufficient time for the university to complete the research project. The additional time is needed because delays in awarding the indefinite delivery of services (IDS) contract delayed the start of the project. The original authorization provides for an investigation of the causes of and the development of solutions for deck cracking on jointless bridge decks. The revised authorization term will be October 20, 2009, through January 30, 2012. The authorization amount remains unchanged at \$169,968. The contract term is October 16, 2009, through September 30, 2010, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

Criticality: Delays in the award of the IDS contract delayed the start of project work under this authorization. This research project will require two years to complete, as originally planned.

Purpose/Business Case: To extend the authorization term by approximately five months to provide sufficient time for the university to complete the research project.

Benefit: Will provide sufficient time for the university to complete the project. The university will have two years in which to complete the project, as originally planned.

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

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

Risk Assessment: If this revision is not approved, the field review could be compromised and laboratory analysis could be rushed.

Cost Reduction: Actual cost basis.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

44. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2010-0041) between MDOT and Great Lakes Engineering Group, LLC, will provide for as-needed inspection and testing services to be performed for construction projects in the Jackson Transportation Service Center (TSC) service area, Jackson County. The work items will include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 18, 2012. The authorization amount will be \$542,326.38. The contract term is November 19, 2009, through November 18, 2012. 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 fulfill the Jackson TSC's construction oversight needs, which is critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is maintained and not jeopardized on future projects.

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

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in high quality products. 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 projects 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 on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49201.

45. *HIGHWAYS - Construction Engineering Services

Contract (2010-0068) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for the rehabilitation of various bridges along I-75 and I-275 in the City of Monroe, Monroe County. The construction project includes concrete pavement repair work and miscellaneous bridge rehabilitation work. The work items will include construction administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$1,440,997.61. The contract will be in effect from the date of award through December 31, 2012. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time.

Purpose/Business Case: To provide for full construction engineering services to be performed for the rehabilitation of various bridges along I-75 and I-275 in the City of Monroe, Monroe County.

Benefit: The inspection and testing will ensure that all parts of the construction are up to current state and federal standards.

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

* Denotes a non-standard contract/amendment

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

Risk Assessment: If these services are not approved, the project will lack adequate inspection and testing, which could result in substandard work. Current state and federal standards will not be met, and federal funding could be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48161.

46. *HIGHWAYS - Construction Engineering Services

Contract (2010-0069) between MDOT and HNTB Michigan, Inc., will provide for as-needed inspection and testing services to be performed for the reconstruction of I-94 from east of Sargent Road to the Jackson/Washtenaw county line, Jackson County. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The contract amount will be \$1,795,209.21. The contract will be in effect from the date of award through June 30, 2011. Source of Funds: 95.19% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA) and 4.81% State Restricted Trunkline Funds.

Criticality: The inspection and testing services will help to fulfill the Jackson Transportation Service Center's construction oversight needs, which is critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is maintained and not jeopardized on future projects.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the reconstruction of I-94 from east of Sargent Road to the Jackson/Washtenaw county line, Jackson County.

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: 95.19% Federal Highway Administration Funds/ARRA and 4.81% 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 these services are not approved, the projects 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 on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49240.

47. HIGHWAYS - Design Services

Contract (2010-0078) between MDOT and Spalding DeDecker Associates, Inc., will provide for design services to be performed for the rehabilitation of US-12 from M-60 to west of the Edwardsburg village limit, Cass County (CS 14041 - JN 90361C). The work items will include preparing required plans, maintaining traffic and construction staging plans, permanent non-freeway signing plans, right-of-way plans, and pavement marking plans; performing surveys and drainage studies; and solving any problems that may arise during the design of the project. The contract will be in effect from the date of award through August 31, 2012. The contract amount will be \$563,031.55. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: This roadway is in very poor condition, and geometrics need to be upgraded to current federal/state standards.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation of US-12 from M-60 to west of the Edwardsburg village limit, Cass County.

Benefit: Will improve pavement conditions and provide a safer and more efficient roadway. The ride quality and aesthetic characteristics of the corridor will be dramatically enhanced.

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

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

Risk Assessment: If this contract is not approved, the pavement will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49112.

48. HIGHWAYS - IDS Engineering Services

Contract (2010-0093) between MDOT and Soil and Materials Engineers, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

49. HIGHWAYS - IDS Engineering Services

Contract (2010-0094) between MDOT and Wilcox Professional Services, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

50. HIGHWAYS - IDS Engineering Services

Contract (2010-0095) between MDOT and NTH Consultants, Ltd., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

51. HIGHWAYS - IDS Engineering Services

Contract (2010-0107) between MDOT and Opus International Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

52. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2010-0092) between MDOT and the City of Oak Park will provide for the maintenance of trunkline highways in the City of Oak Park for a five-year period. The contract will be in effect from January 19, 2010 through September 30, 2014.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. These maintenance contracts are not competitively bid but are negotiated with the local units of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c).

This contract is on a cost reimbursement basis, subject to final audit to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the trunklines will not be properly maintained. This contract provides for the construction, improvement, and maintenance of state trunkline highways.

Purpose/Business Case: To provide for the construction, improvement, and maintenance of state trunkline highways in the City of Oak Park.

Benefit: This contract will provide for the most cost-effective and efficient way of delivering essential maintenance services to the city.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A five-year contract.

Risk Assessment: The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance could result in an unsafe travel environment.

Cost Reduction: The work plan developed for this contract will be monitored closely on a monthly basis to prevent the use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This is a new five-year maintenance contract.

Zip Code: 48237.

53. HIGHWAYS (Real Estate) - IDS Title Services
 Contract (2010-0082) between MDOT and Maritime Title Agency, LLC., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
54. HIGHWAYS (Real Estate) - IDS Title Services
 Contract (2010-0083) between MDOT and Fidelity National Title Insurance Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
55. *MACKINAC BRIDGE AUTHORITY – Time Extension
 Amendatory Contract (2008-0166/A1) between The Mackinac Bridge Authority and KTA-Tator, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the bridge painting inspection services. The additional time is needed because the construction contract was extended. The original contract provides for bridge painting inspection services to be performed for the cleaning and coating of existing structural steel on the north span of the Mackinac Bridge in Mackinac and Emmett Counties (CS 86000 – JN M00215). The work items include inspection, measurement, and computation and documentation of quantities. The revised contract term will be April 9, 2008, through February 1, 2011. The contract amount remains unchanged at \$684,870.88. Source of Funds: 100% Mackinac Bridge Authority Funds.
- Criticality:** The Mackinac Bridge needs to have lead paint removed and a new coating surface applied. This consultant will ensure that the project is constructed properly and that the contractor follows all applicable specifications and standards. This amendment will extend the inspection contract as required by the extension of the construction contract. Damages will be sought due to delays by the construction contractor.
- Purpose/Business Case:** To extend the contract term by one year to provide continued bridge painting inspection services for the cleaning and coating of existing structural steel on the north span of the Mackinac Bridge.
- Benefit:** Will extend the contract to provide the necessary inspection services to ensure compliance with MDOT and Mackinac Bridge Authority plans and specifications. The project will include the removal of the original lead-based paint and will address corrosion before excessive deterioration occurs.
- Funding Source:** 100% Mackinac Bridge Authority Funds.
- Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
- Risk Assessment:** Failure to provide the services outlined could result in a substandard quality of paint on the structure, violations of state and federal regulations, damage to the structure, and unsafe conditions for bridge employees and travelers.
- Cost Reduction:** Cost in professional services contracts are 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:** 49781.

* Denotes a non-standard contract/amendment

56. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z19/R2) under Master Agreement (2002-0006) between MDOT and the Altran Transit Authority, in Alger County, will extend the authorization term by six months to provide sufficient time for the Authority to complete the purchase and installation of a wash bay and the purchase of an additional storage facility. Because the wash bay will be housed in an area currently used for storage, the project has been delayed while the Authority waits for approval to purchase a building near the existing facility to house the storage items to make room for the wash bay. The original authorization provides state matching funds for the Authority's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 14, 2006, through September 13, 2010. The authorization amount remains unchanged at \$75,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$60,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$15,000.

Criticality: Approval of this revision will allow the Authority to purchase and install a wash bay that is needed to maintain the vehicles and to purchase an additional storage facility.

Purpose/Business Case: To extend the authorization by six months to provide sufficient time for the Authority to complete the purchase of an additional storage facility and the purchase and installation of the wash bay.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$60,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$15,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49862.

57. PASSENGER TRANSPORTATION – Section 5311 Capital Program

Project Authorization Revision (Z13/R2) under Master Agreement (2002-0085) between MDOT and the Schoolcraft County Board of Commissioners will extend the authorization term by six months, delete the line item for a replacement van, add a line item for equipment, add local matching funds of \$1,260, reduce state funding by \$1,260, and adjust funding among the line items to provide funding for the purchase and installation of a bus hoist that will be permanently mounted in the facility. Since state funds are not provided for equipment purchases, state matching funds will be reduced by \$1,260 and local funds of \$1,260 will be added. The replacement van was funded under another contract, and the County reallocated the replacement van funding to replace equipment that has reached the end of its useful life and to make an improvement to its facility. This revision has received Rural Task Force approval. The original authorization provides state matching funds for the County's FY 2006 Federal Section 5311 Nonurbanized Area Formula Capital Program and Category D Economic Development Fund Program grant. The revised authorization term will be September 25, 2006, through September 24, 2010. The authorization amount remains unchanged at \$62,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$50,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$11,240; Schoolcraft County Funds - \$1,260.

Criticality: Approval of this revision is critical to provide funds for needed replacement equipment and facility improvements and to provide sufficient time for the County to complete the project.

Purpose/Business Case: To delete the replacement van line item, add a line item for replacement equipment, move funding from the van line item to the new equipment line item, reduce state funding, add local funding, and extend the authorization term by six months to provide sufficient time for the County to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$50,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$11,240; County Funds - \$1,250.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49854.

58. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2007-0171) between MDOT and the Bay Metropolitan Transportation Authority will reduce funding for the facility rehabilitation/renovation project because the project was completed without using funds from this authorization. As a result, this revision will reduce federal funding by \$35,248, state funding by \$4,283, and toll credits by \$3,623 and will adjust funding among the line items. The original authorization provides state matching funds for the Authority's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, August 14, 2007, through August 13, 2010. The revised authorization amount will be \$178,469. The revised toll credit amount will be \$7,377. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2006 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$150,152; FY 2007 State Restricted Comprehensive Transportation Funds - \$28,317.

Criticality: Approval of this revision is critical to allow the Authority to accurately reflect expenditures under this grant.

Purpose/Business Case: To reduce federal and state funding and toll credits and adjust funding among the line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$150,152; FY 2007 State Restricted Comprehensive Transportation funds - \$28,317.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48708.

59. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z22/R1) under Master Agreement (2007-0171) between MDOT and the Bay Metropolitan Transportation Authority, in Bay City, will add \$83,910 in federal funds for the purchase of three additional mini-hybrid components. The use of the hybrid system may increase fuel economy by 10 percent, eliminate the use of hydraulic fluids, and reduce maintenance costs and curb noise. The original authorization provides federal funds for the Authority's FY 2009 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, November 4, 2009, through November 3, 2012. The revised authorization amount will be \$167,820. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds/American Recovery and Reinvestment Act of 2009 (ARRA) - \$167,820.

Criticality: Approval of this revision is critical to allow the Authority to purchase, install, and test three additional mini-hybrid components to improve fuel efficiency. The use of this system may increase fuel economy by 10 percent, eliminate the use of hydraulic fluids, and reduce maintenance costs and curb noise.

Purpose/Business Case: To provide additional ARRA funding in the amount of \$83,910 and increase the number of mini-hybrid components to be purchased from three to six.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds (ARRA) - \$167,820.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48708.

60. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2007-0266) between MDOT and the Newaygo County Board of Commissioners will extend the authorization term by one year to provide sufficient time for the County to complete the transportation needs study. The needs study was delayed because it took longer to set up a technical committee to oversee the project than originally anticipated. A technical committee has been established, and a request for proposal has been drafted to hire a consultant. The original authorization provides state matching funds for the County's FY 2008 Federal Section 5304 State Planning and Research Program grant. The revised authorization term will be April 21, 2009, through April 20, 2011.

The authorization amount remains unchanged at \$100,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$80,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$20,000.

Criticality: Approval of this revision will provide sufficient time for the County to complete the transportation needs study.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the County to complete the needs study.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$80,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$20,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49349.

61. *TRANSPORTATION PLANNING – Increase Amount, Extend Term

Amendatory Memorandum of Understanding (MOU) (2007-0429/A3) between MDOT and the Michigan State Housing Development Authority (MSHDA) will increase the MOU amount by \$101,250 and will extend the term of the MOU by three years to provide sufficient time for MSHDA to complete the project. The low bid from the graphic designer/writer came in higher than expected, and required administrative hours have also been higher than originally estimated. The project has been delayed by slow responses to requests for historic materials, text reviews, and layout approvals from the communities. The original MOU provides for the creation and installation of a comprehensive system of 300 outdoor exhibits on automotive history to be displayed in stewardship communities in the MotorCities National Heritage Area. The revised MOU term will be March 7, 2007, through March 1, 2013. The revised MOU amount will be \$210,450. Source of Funds: Federal Highway Administration Funds - \$168,360; MotorCities National Heritage Funds - \$42,090.

Criticality: Approval of this amendment is critical to the completion of the Transportation Enhancement Grant project. Many exhibits have been successfully designed under the MotorCities Wayside Exhibit Program, and many others are in progress.

Purpose/Business Case: To increase the MOU amount by \$101,250 and to extend the term of the MOU by three years to provide sufficient time and funding for MSHDA to complete the project.

Benefit: Will provide the state with a comprehensive system of exhibits on Michigan's rich automotive heritage. It is anticipated that the exhibits will become destinations for tourists and residents.

Funding Source: Federal Highway Administration Funds - \$168,360; MotorCities National Heritage Funds - \$42,090.

Commitment Level: Actual cost basis.

Risk Assessment: If this amendment is not approved and the project is not completed, future MDOT enhancement projects could be jeopardized. An opportunity would be lost to enhance economic activity in the MotorCities National Heritage Area by creating destination exhibits for tourists and residents. Resources already expended on parts of the project by communities across southern Michigan would be lost.

Cost Reduction: Actual cost basis not to exceed the maximum contract amount.

New Project Identification: This is not a new project.

Zip Code: 48909.

62. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2008-0460/A2) between MDOT and HDR, PC, will extend the contract term by approximately five months to provide sufficient time for the consultant to complete the services. The additional time is needed because MDOT staff underestimated the time needed for HDR, PC, to complete the project when requesting additional time under Amendment 1 to the contract. The original contract provides for the development of an economic measurement model to measure and demonstrate the economic value of developing and expanding local bus transit services in various-sized communities statewide. The revised contract term will be September 15, 2008, through June 30, 2010. The contract amount remains unchanged at \$245,829. Source of Funds: 80% Federal Transit Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This amendment will correct an error made by MDOT staff when processing Amendment 1, which did not provide sufficient time for the consultant to complete all tasks under this project.

Purpose/Business Case: The additional time will allow the consultant to complete eight economic case studies, provide training and support to local and state level users of the economic model, and complete the final report and oral presentation of study findings. These items are required for full implementation and evaluation of the local bus transit economic model.

Benefit: Will provide sufficient time for the consultant to complete all tasks and implement the local bus transit model.

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

Commitment Level: This contract is for a fixed amount not to exceed \$245,829.

Risk Assessment: If the amendment is not approved and the project is not completed, the validity and usefulness of the model as a policy making tool will be limited.

Cost Reduction: The costs are on a fixed rate basis.

Selection: N/A for amendment; best value for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

63. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Authorization Revision (Z6/R1) under Master Agreement (2009-0015) between MDOT and the Eastern Upper Peninsula Regional Planning & Development Commission will add the development of a design plan for the management of select human resources and natural resources within the M-123 Heritage Route Corridor to the project and will increase the authorization amount by \$7,000. The original authorization provides for the implementation of the Heritage Route Corridor Management Plan for M-123. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization term remains unchanged, October 1, 2009, through September 30, 2010. The revised authorization amount will be \$37,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To provide for the development of a design plan for the management of select human and natural resources within the M-123 Heritage Route Corridor .

Benefit: This project will support the transportation, land use, and economic development opportunities associated with the designated Michigan Heritage Route.

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

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

Risk Assessment: If the authorization is not approved, an opportunity will be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49931.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

64. M-51 (11th Street) at Chestnut Drive (Lowes/Walmart), Niles Township, Berrien County
11051-01-009

	<u>Estimated Installation Cost</u>
State Restricted Trunkline Funds	\$ 71,253
Total	<u>\$ 71,253</u>

65. M-82 (Main Street) at M-82 (Stewart Street), City of Fremont, Newaygo County
62011-02-004

	<u>Estimated Installation Cost</u>
FHWA Funds	\$ 10,561
Total	<u>\$ 10,561</u>

66. M-53 (Vandyke Road) at Denwood, Sterling Pond, City of Sterling Heights, Macomb County
50011-01-031

	<u>Estimated Installation Cost</u>
City of Sterling Heights Funds	\$ 632
State Restricted Trunkline Funds	\$ 632
FHWA Funds	\$ 21,088
Total	<u>\$ 22,352</u>

67. M-52 (Main Street) at Hospital Drive, City of Chelsea, Washtenaw County
81011-01-007

	<u>Estimated Installation Cost</u>
Chelsea Community Hospital Funds	\$ 890
State Restricted Trunkline Funds	\$ 891
FHWA Funds	\$ 17,805
Total	<u>\$ 19,586</u>

Criticality: Approval of these items is necessary to collect money due the State of Michigan.

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

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

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

Commitment level: Costs as shown in the individual cost agreements for the duration of the installation operation.

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

Cost Reduction: Fixed costs as shown in the cost agreement.

Selection: N/A.

New Project Identification: Installation/modernization of electronic devices.

Zip Code: 48118, 48130, 49412, 49120.

* Denotes a non-standard contract/amendment

POST-AWARD REPORTING

68. 2009-0135/ Work Order Z2

Pre Approval Date: January 20, 2009	Eng. Est.	Award Amount
Award Date: November 24, 2009	\$550,000	\$504,176.60
Job Number: 44785A		
Completion Date: December 31, 2011		
Wilcox Professional Services, Inc.		

Description of Services:

On Demand Design/Build Contract: Design assistance during construction to be performed during the construction phase of the design/build roadway reconstruction and rehabilitation project on I-475 from the I-75 South Junction to Bristol Road (formerly Clio Road), Hill Road over I-475, I-475 over the Gibson Drain, and Maple Road under southbound and northbound I-475, Genesee County. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

69. 2009-0136/ Work Order Z3

Pre Approval Date: January 26, 2009	Eng. Est.	Award Amount
Award Date: December 14, 2009	\$900,000	\$876,121.48
Job Number: 105785A		
Completion Date: December 31, 2011		
HNTB Michigan, Inc.		

Description of Services:

On Demand Design/Build Contract: Design assistance during construction to be performed during the construction phase of the design/build roadway reconstruction and rehabilitation project on I-94 from Sargent Road to the Washtenaw county line, Jackson County. Source of Funds: 95.15% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA) and 4.85% State Restricted Trunkline Funds.

SUB CONTRACTS

70.	DeYoung Concrete, Inc. 9330 Belding Road Rockford, MI 49341	Amount Not To Exceed: Engineer's Estimate: Over/Under:	\$ 100,000 \$ 100,000 +0%
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Description of Work: Concrete Construction

Approval is requested to authorize the Kent County Road Commission to award a subcontract for concrete construction, including curbs, gutters, sidewalks, and driveways, at various locations in Kent County. Costs are based on a set per unit cost per square foot and will remain fixed throughout the term of the contract. The Kent County Road Commission found the costs to be reasonable and competitive with costs in surrounding counties. The project was advertised, and four bids were received. In order to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to the two lowest bidders, which are comparable in price. For each job, the County will take the lowest bidder based on the hourly rate and type of work to be performed. If the contractor is unable to perform the work, the County will go to the next lowest bidder. The subcontract will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the roads will continue to deteriorate, and the risk of accidents may increase. The surfaces of these roads are in poor condition and deteriorating rapidly.

Purpose/Business Case: To provide for the concrete construction of curb, gutters, sidewalk, and driveways at various locations in Kent County.

Benefit: Will provide for safer roadways.

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

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: 49341.

71.	Give 'Em A Brake Safety 2610 Sanford SW Grandville, MI 49418	Low Bid: Engineer's Estimate: Over/Under:	\$ 550,000 \$ 450,000 +22.2%
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Description of Work: Traffic Control Device Rental

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for the rental of traffic control devices for various locations along state trunklines in Kent County. It is sometimes necessary to rent traffic control devices when there are lane closures, sign shortages, extended work zones with multiple projects being performed at a given time, or accidents. The project was advertised; one bid was received and accepted. The Kent County Road Commission found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through December 31, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not provided, the roads could become unsafe. The devices are rented on an emergency basis when MDOT equipment is already in use elsewhere and there is an immediate need for such traffic control devices as barrels, traffic control devices, grabbers, and cones. Without this equipment there would be an increased risk of traffic accidents.

Purpose/Business Case: To provide for the rental of traffic control devices for state trunklines in Kent County.

Benefit: Will provide safer roads for travelers.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If traffic control devices are not rented as needed, the roads could become unsafe.

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

Selection: Low bid.

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

Zip Code: 49418.

72.	Haskins Snow Plowing, LLC 13112 Round Lake Road Sunfield, MI 48890	Amount Not To Exceed: 1st year 1st Optional Year: 2nd Optional Year: Eng. Estimate: % Under/Over Est.:	\$ 75,000 \$ 25,000 \$ 25,000 \$ 25,000 \$ 75,000 + 0.0%
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Description of Work: Snow Removal

Approval is requested to authorize the Ionia County Road Commission to award a subcontract for snow removal at the rest areas and weight stations in Ionia County. Costs are based on a set unit cost per salt ton and per hour and will remain fixed throughout the term of the contract. The Ionia County Road Commission found the costs to be reasonable and competitive with costs in surrounding counties. 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, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: This work is needed to keep the rest areas and weight stations in the county cleared of snow and ice.
Purpose/Business Case: To provide for snow removal at the rest areas and weight stations in Ionia County.
Benefit: This contract will provide for safer rest areas and weight stations by keeping them clear of snow and ice.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.
Risk Assessment: The snow and ice needs to be removed to prevent accidents and injuries.
Cost Reduction: The project was competitively bid and advertised.
Selection: N/A.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 48890.

73.	Universal Development Of Michigan LLC – DBA Draper Group USA P.O. Box 2085 Grand Rapids, MI 49501	Amount Not To Exceed: Engineer’s Estimate: Over/Under:	\$ 100,000 \$ 100,000 +0%
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Description of Work: Concrete Construction

Approval is requested to authorize the Kent County Road Commission to award a subcontract for concrete construction, including curbs, gutters, sidewalks, and driveways, at various locations in Kent County. Costs are based on a set unit cost per square foot and will remain fixed throughout the term of the contract. The Kent County Road Commission found the costs to be reasonable and competitive with costs in surrounding counties. The project was advertised, and four bids were received. In order to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to the two lowest bidders, which have comparable prices. For each job, the county will take the lowest bidder based on the hourly rate and type of work to be performed. If the contractor is unable to perform the work, the County will go to the next lowest bidder. The subcontract will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the roads will continue to deteriorate, and the risk of accidents may increase. The surfaces of these roads are in poor condition and deteriorating rapidly.
Purpose/Business Case: To provide for the concrete construction of curb, gutters, sidewalk, and driveways at various locations in Kent County.
Benefit: Will provide for safer roadways.
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: 49501.

81. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002012 \$ 764,446.25
PROJECT ARU 63459-104706
LOCAL AGRMT. 09-5775
START DATE - JULY 05, 2010
COMPLETION DATE - OCTOBER 01, 2010

0.54 mi of concrete pavement repair, miscellaneous concrete curb and gutter, and ADA ramps on Joslyn Avenue from Walton Boulevard northerly to the Pontiac north city limits, Oakland County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

82. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002013 \$ 659,845.00
PROJECT ARUL 23439-107204
LOCAL AGRMT. 09-5766
START DATE - JUNE 14, 2010
COMPLETION DATE - AUGUST 27, 2010

0.22 mi of reconstruction including curb and gutter, sidewalk improvements, drainage improvements, and utility improvements on East Main Street from Hartel Road (M-100) to East Dawn Court in the city of Pottersville, Eaton County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

83. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002015 \$ 506,519.00
PROJECT ARL 18016-102953
LOCAL AGRMT. 09-5768
START DATE - APRIL 12, 2010
COMPLETION DATE - JUNE 11, 2010

2.00 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate shoulders, guardrail improvements, slope restoration, and pavement markings on Beaverton Road from Clare Avenue easterly to Cornwell Avenue, Clare County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

84. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002016 \$ 488,434.17
PROJECT ARL 71141-106365
LOCAL AGRMT. 09-5755
START DATE - 10 days after award
COMPLETION DATE - JULY 16, 2010

1.42 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate base and shoulders, culverts, and slope restoration on East Heythaler Highway from County Road 451 easterly to US-23, Presque Isle County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

85. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002017 \$ 466,880.00
PROJECT ARL 34044-89861
LOCAL AGRMT. 09-5776
START DATE - MAY 04, 2010
COMPLETION DATE - JUNE 12, 2010

0.79 mi of hot mix asphalt surfacing including crushing and shaping, drainage structure cover, concrete driveway, sidewalk ramp, and pavement marking on Mill Street from Bridge Street easterly to the east village limits of Saranac, Ionia County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

86. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002018 \$ 431,873.00
PROJECT ARL 35069-106924
LOCAL AGRMT. 09-5754
START DATE - MAY 03, 2010
COMPLETION DATE - JUNE 25, 2010

2.39 mi of hot mix asphalt resurfacing, base crushing and shaping, trenching, aggregate shoulders, guardrail, pavement marking, and slope restoration on Rollway Road from M-65 northerly to Liberty Road, Iosco County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

87. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002019 \$ 272,097.00
PROJECT ARU 63459-104709
LOCAL AGRMT. 09-5783
START DATE - MAY 17, 2010
COMPLETION DATE - JULY 02, 2010

0.32 mi of hot mix asphalt cold milling and resurfacing, concrete cold milling, pavement repairs, curb and gutter, sidewalk, and ADA ramps on Wayne Street from Pike Street northerly to Lafayette Street in the city of Pontiac, Oakland County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

88. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002023 \$ 310,062.07
PROJECT ARL 22043-103217
LOCAL AGRMT. 09-5770
START DATE - 10 days after award
COMPLETION DATE - AUGUST 28, 2010

1.50 mi of hot mix asphalt crushing and shaping, shoulders, hot mix asphalt, pavement marking, and traffic control on County Road 569 from Sturgeon River southerly, Dickinson County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

89. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002024 \$ 296,971.27
PROJECT ARUL 77475-106786
LOCAL AGRMT. 09-5796
START DATE - APRIL 15, 2010
COMPLETION DATE - JULY 02, 2010

0.25 mi of cold milling and hot mix asphalt resurfacing, concrete base course repairs, storm sewer, and earthwork on Fred W. Moore Highway from the west city limits of St. Clair to Carney Drive, St. Clair County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

90. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002025 \$ 260,488.60
PROJECT ARUL 61407-106705
LOCAL AGRMT. 09-5773
START DATE - APRIL 26, 2010
COMPLETION DATE - JUNE 11, 2010

0.45 mi of hot mix asphalt cold milling and resurfacing, concrete curb, gutter, and sidewalk ramps, and pavement markings on East Sherman Boulevard from Peck Street to Riordan Street in the city of Muskegon Heights, Muskegon County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

91. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002027 \$ 2,159,901.20
PROJECT ARUL 03414-105974
LOCAL AGRMT. 09-5743
START DATE - MAY 29, 2010
COMPLETION DATE - SEPTEMBER 15, 2010

1.00 mi of road reconstruction including hot mix asphalt paving, storm sewer, watermain, sanitary sewer, concrete curb, gutter, and sidewalk, and pavement markings on 40th Street from Washington Avenue to Lincoln Avenue in the city of Holland, Allegan County.

This project is funded with American Recovery and Reinvestment Act funds.

10.00 % DBE participation required

92. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002030 \$ 692,970.00
PROJECT ARU 82400-106828
LOCAL AGRMT. 09-5727
START DATE - APRIL 19, 2010
COMPLETION DATE - SEPTEMBER 15, 2010

1.08 mi of hot mix asphalt road rehabilitation including base crushing and shaping, drainage improvements, concrete curb, gutter, and sidewalk ramps, hot mix asphalt paving, and pavement markings on Shook Road from Goddard Road to Wick Road in the city of Romulus, Wayne County.

This project is funded with American Recovery and Reinvestment Act funds.

3.00 % DBE participation required

93. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002031 \$ 289,088.62
PROJECT ARL 79026-39297
LOCAL AGRMT. 09-5803
START DATE - 10 days after award
COMPLETION DATE - AUGUST 31, 2010

2.04 mi of hot mix asphalt resurfacing, aggregate shoulders, and pavement marking on Irish Road from Willard Road northerly to Birch Run Road, Tuscola County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

94. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002049 \$ 1,460,831.75
PROJECT ARU 82457-106814, ETC
LOCAL AGRMT. 09-5759
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 31, 2010

1.14 mi of hot mix asphalt road resurfacing including cold milling, drainage structure adjustment, concrete pavement repair, curb, gutter, and sidewalk ramps, hot mix asphalt paving, and pavement markings on Miller Road from Warren Avenue to Tireman Road, on Southfield Service Drive southbound from Hubbard Road to Executive Drive and from Michigan Avenue to Hubbard Road in the city of Dearborn, Wayne County.

This project is funded with American Recovery and Reinvestment Act funds.

10.00 % DBE participation required

95. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002050 \$ 741,291.57
PROJECT ARU 25402-106192
LOCAL AGRMT. 09-5808
START DATE - MAY 01, 2010
COMPLETION DATE - JUNE 30, 2010

1.01 mi of hot mix asphalt cold milling and resurfacing, concrete and hot mix asphalt base course repair, joint and crack repair, sidewalk ramps, aggregate shoulder, and earthwork on Davison Road from Genesee Road to Belsay Road in the city of Burton, Genesee County.

This project is funded with American Recovery and Reinvestment Act funds.

4.00 % DBE participation required

96. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002051 \$ 307,485.85
PROJECT ARL 65129-102483
LOCAL AGRMT. 09-5780
START DATE - JULY 19, 2010
COMPLETION DATE - AUGUST 27, 2010

5.49 mi of hot mix asphalt ultra-thin overlay, aggregate shoulders, and pavement marking on State Road from Fairview Road northeasterly to M-33, Ogemaw County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

97. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002058 \$ 543,625.80
PROJECT ARE 81081-106013
LOCAL AGRMT. 09-5791
START DATE - 10 days after award
COMPLETION DATE - MAY 28, 2010

Freighthouse restoration with steel structural reinforcement, concrete foundations, brick repair, sheet metal roofing, and demolition at the Ypsilanti Freighthouse at 100 Market Plaza in the city of Ypsilanti, Washtenaw County.

This project is funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

98. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
PROPOSAL 1002063 \$ 1,756,902.30
PROJECT ARE 82400-106023
LOCAL AGRMT. 09-5792
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 30, 2012

0.40 mi of concrete decorative and scored sidewalks, decorative streetlights, ornamental fence, traffic signals, irrigation system, bike racks, trash receptacles, and trees on Monroe Street from Saint Antoine Street easterly to Randolph Street and on Brush Street from Lafayette Street northerly to Gratiot Avenue in the city of Detroit, Wayne County.

This project is funded with American Recovery and Reinvestment Act funds.

9.00 % DBE participation required

99. LETTING OF FEBRUARY 05, 2010 ENGINEER ESTIMATE
 PROPOSAL 1002064 \$ 590,209.40
 PROJECT ARU 25402-106185
 LOCAL AGRMT. 09-5809
 START DATE - JUNE 21, 2010
 COMPLETION DATE - SEPTEMBER 17, 2010

0.79 mi of cold milling hot mix asphalt and resurfacing,
 bridge deck overlay, concrete bridge approach, guardrail,
 and earthwork on Elms Road from south of Potter Road
 to Flushing Road, Genesee County.

This project is funded with American Recovery and
 Reinvestment Act funds.

4.00 % DBE participation required

BID LETTING

STATE PROJECTS

100. LETTING OF SEPTEMBER 25, 2009 ENG. EST. LOW BID
 PROPOSAL 0909903 \$ 8,334,356.19 \$ **8,118,298.44**
 PROJECT BHI 82291-90281, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - OCTOBER 12, 2009
 COMPLETION DATE - JUNE 11, 2010 -2.59 %

Bridge cleaning and coating existing structural steel,
 substructure repairs, joint replacement, deck patching, deck
 resurfacing, epoxy overlay, structural steel repair, pin and
 hanger replacement, approach roadway reconstruction, and
 maintaining traffic on 15 bridges on I-275 from the Wayne
 County line to I-275 in the city of Romulus, Wayne County.
 This project includes a 2 year bridge painting warranty.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 8,118,298.44	Same	1 **
J. Slagter & Son Construction Co.	\$ 7,619,022.22	Same	n/c
Anlaan Corporation	\$ 8,539,881.78	Same	2
Posen Construction, Inc.	\$ 8,615,453.42	Same	3
Walter Toebe Construction Company	\$ 8,979,894.65	Same	4
Atsalis Brothers Painting Co.			
Abhe & Svoboda, Inc.			
Icarus Industrial Painting & Cont			

5 Bidders

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

Purpose/Business Case: MDOT's Bridge Preservation Program 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:

103147A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
106907A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
106908A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
90281A		
	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 bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48180.

101.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001001	\$ 27,670,460.42	\$ 25,287,545.96
	PROJECT IM 33084-81736, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 19, 2010		
	COMPLETION DATE - MAY 06, 2011		-8.61 %

6.11 mi of freeway, interchange, and rest area reconstruction including grading, drainage, concrete paving, hot mix asphalt paving, rest area building replacement, guardrail, permanent signing, pavement markings, and traffic signals on I-96 from College Road easterly to Meridian Road, Ingham County. This project includes two 5 year materials and workmanship pavement warranties.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Interstate Highway Construction	\$ 25,287,545.96	Same	1 **
Walter Toebe Construction Company	\$ 26,052,464.30	Same	2
Rieth-Riley Construction Co., Inc.	\$ 26,356,176.92	Same	3
Ajax Paving Industries, Inc.	\$ 26,868,923.49	Same	4
Dan's Excavating, Inc.	\$ 27,443,561.53	Same	5
Kamminga & Roodvoets, Inc.			
C & D Hughes, Inc.			
Angelo Iafrate Construction Company			
D. J. McQuestion & Sons, Inc.			
M & M Excavating Company			
Hoffman Bros., Inc.			
Fisher Contracting Company			
E.T. MacKenzie Company			

5 Bidders

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

Purpose/Business Case: This project is supported by two programs: MDOT's Road Preservation Program and the rest area development and preservation project. MDOT's Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

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. Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

Funding Source:

81736A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	
84130A		
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. Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Reduced roadway maintenance costs. Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48864.

102.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001002	\$ 1,221,889.06	\$ 935,995.94
	PROJECT STG 84911-103255		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 03, 2010		
	COMPLETION DATE - OCTOBER 30, 2010		-23.40 %

184.69 mi of non-freeway sign replacement on US-41 from 48th Avenue, in the city of Menominee, northerly to the end of US-41, north of Copper Harbor, in the cities of Menominee, Stephenson, Houghton, Hancock and Calumet, Alger, Baraga, Delta, Houghton, Keweenaw, Marquette, and Menominee Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 935,995.94	Same	1 **
J. Ranck Electric, Inc.	\$ 1,147,532.43	Same	2
RMD Holdings, Ltd.	\$ 1,264,739.89	Same	3
J & J Contracting, Inc.	\$ 1,390,058.50	Same	4
Martell Electric, LLC			
Midwest Bridge Company			
GFS Fence, Guardrail & Signage			

4 Bidders

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

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

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

Funding Source:

103255A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Sign upgrade.

Selection: Low Bid.

Zip Code: 49855.

103.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001004	\$ 1,756,835.36	\$ 1,676,143.53
	PROJECT EBSL 16071-100973		
	LOCAL AGRMT. 09-5663, 09-5664		% OVER/UNDER EST.
	START DATE - MAY 03, 2010		
	COMPLETION DATE - AUGUST 06, 2010		-4.59 %

1.29 mi of hot mix asphalt reconstruction, widening, and resurfacing, storm sewer, guardrail, traffic signal, and sign upgrading on M-108 from Trails End Road northerly to Exit 338 in the village of Mackinaw City, Cheboygan and Emmet Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
M & M Excavating Company	\$ 1,676,143.53	Same	1 **
Elmer's Crane and Dozer, Inc.	\$ 1,738,233.02	\$ 1,738,199.02	2
Rieth-Riley Construction Co., Inc.	\$ 1,786,776.68	Same	3
Milbocker and Sons, Inc.	\$ 1,859,850.55	Same	4
Cordes Excavating, Inc.	\$ 1,865,900.06	Same	5
Bacco Construction Company	\$ 1,993,716.99	Same	6
Payne & Dolan Inc.	\$ 2,103,522.75	Same	7
Lee Wood Contracting, Inc.	\$ 2,174,928.92	\$ 2,174,877.92	8
D. J. McQuestion & Sons, Inc.			

8 Bidders

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

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

100973A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49071.

104. LETTING OF JANUARY 08, 2010
 PROPOSAL 1001005
 PROJECT STE 10021-86051, ETC
 LOCAL AGRMT. 09-5646
 START DATE - JUNE 01, 2010
 COMPLETION DATE - SEPTEMBER 19, 2012

ENG. EST. LOW BID
 \$ 2,052,581.48 \$ 1,837,907.94

% OVER/UNDER EST.
 -10.46 %

0.93 mi of composite pavement removal, hot mix asphalt reconstruction, asphalt stabilized crack relief, curb and gutter, decorative sidewalk, trees, streetlights, drainage, and safety improvements on M-168 from M-22 northwesterly to Bye Street in the village of Elberta, Benzie County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane and Dozer, Inc.	\$ 1,837,907.94	Same	1 **
Milbocker and Sons, Inc.	\$ 1,925,719.67	Same	2
CJ's Excavating Septic Service Inc.	\$ 1,995,719.16	Same	3
Rieth-Riley Construction Co., Inc.	\$ 2,249,448.85	Same	4
D. J. McQuestion & Sons, Inc.			
M & M Excavating Company			
Lee Wood Contracting, Inc.			
Hallack Contracting, Inc.			

4 Bidders

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

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

Purpose/Business Case: This project is a combination of Road Preservation and the Enhancement Program. The Road Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

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. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

108527A		
Federal Highway Administration Funds		80.00 %
(Transportation Enhancement Funds)		
State Restricted Trunkline Funds		20.00 %
86051A		
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 network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: Rehabilitation and enhancement.

Selection: Low bid.

Zip Code: 49628.

105.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001006	\$ 1,500,043.33	\$ 1,415,724.47
	PROJECT BHT 41043-78623		
	LOCAL AGRMT. 09-5714		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2010		-5.62 %

Superstructure replacement, substructure repairs, utility relocations, related approach work, and maintaining traffic on M-21 (Main Street) over the Flat River in the city of Lowell, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 1,415,724.47	Same	1 **
Midwest Bridge Company	\$ 1,534,121.42	Same	2
Walter Toebe Construction Company	\$ 1,552,496.04	Same	3
Milbocker and Sons, Inc.	\$ 1,825,006.50	\$ 1,824,831.50	4
Diversco Construction Company, Inc.	\$ 2,003,981.32	Same	5
Davis Construction, Inc.			
C. A. Hull Co., Inc.			
L. W. Lamb, Inc.			
E.T. MacKenzie Company			
J. E. Kloote Contracting, Inc.			
Hardman Construction, Inc.			
J. Slagter & Son Construction Co.			

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 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 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:

78623A	
AT&T	0.81 %
Comcast Corporation	0.22 %
Federal Highway Administration Funds	78.77 %
City of Lowell	0.52 %
State Restricted Trunkline Funds	19.68 %

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.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49331.

106.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001008	\$ 710,642.69	\$ 668,123.20
	PROJECT BHI 72061-102989		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 12, 2010		
	COMPLETION DATE - JULY 02, 2010		-5.98 %

Bridge painting, pin and hanger replacement, heat straightening steel, deck patching, thrie beam guardrail retrofit, and approach work on I-75 northbound and southbound over Old M-76, Roscommon County. This project includes a 2 year bridge painting warranty.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 668,123.20	Same	1 **
J. Slagter & Son Construction Co.	\$ 690,371.49	Same	2
L. W. Lamb, Inc.	\$ 701,029.04	Same	3
Snowden, Inc.	\$ 751,461.54	Same	4
Midwest Bridge Company	\$ 755,890.84	Same	5
Anlaan Corporation	\$ 787,685.60	Same	6
Walter Toebe Construction Company			

6 Bidders

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

Purpose/Business Case: MDOT's Bridge Preservation Program 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:

102989A

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 bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49738.

107.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001009	\$ 1,316,448.17	\$ 1,026,277.95
	PROJECT STH 78013-102281		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 07, 2010		
	COMPLETION DATE - OCTOBER 15, 2010		-22.04 %

6.70 mi of median barrier installation on US-131 from north of Wilber Road northerly to the Kalamazoo County line, St. Joseph County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rite Way Fence, Inc.	\$ 1,026,277.95	Same	1 **
Snowden, Inc.	\$ 1,095,217.02	Same	2
Dale Dukes & Sons, Inc.	\$ 1,147,446.60	Same	3
Future Fence Company	\$ 1,153,618.44	Same	4
GFS Fence, Guardrail & Signage	\$ 1,153,621.60	Same	5
Nashville Construction Company	\$ 1,158,657.74	Same	6
Lake Erie Construction Co.	\$ 1,211,850.00	Same	7
J. Slagter & Son Construction Co.	\$ 1,214,644.19	Same	8
Tri-Valley Landscaping, Inc.	\$ 1,312,204.00	Same	9
RMD Holdings, Ltd.			
J & J Contracting, Inc.			

9 Bidders

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

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

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

Funding Source:

102281A

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

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

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

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

New Project Identification: Reconstruction.

Selection: Low Bid.

Zip Code: 49093.

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.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48060.

110. LETTING OF JANUARY 08, 2010
 PROPOSAL 1001052
 PROJECT ST 73021-106478
 LOCAL AGRMT.
 START DATE - JUNE 07, 2010
 COMPLETION DATE - AUGUST 27, 2010

	ENG. EST.	LOW BID
	\$ 2,155,868.49	\$ 1,864,098.33
		% OVER/UNDER EST.
		-13.53 %

6.00 mi of concrete joint repairs, crack sealing, and joint sealing on M-57 from Gasper Road easterly to Sheridan Road (M-13), Saginaw County.

A 2010 highway preventive maintenance project.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tony Angelo Cement Construction Co.	\$ 1,864,098.33	Same	1 **
C & D Hughes, Inc.	\$ 1,972,080.32	Same	2
Causie Contracting, Inc.	\$ 2,021,043.15	Same	3
Snowden, Inc.	\$ 2,070,982.38	Same	4
Kelcris Corporation	\$ 2,083,177.29	Same	5
Florence Cement Company	\$ 2,098,959.05	Same	6
Walter Toebe Construction Company			
Major Cement Co.			

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: 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:

106478A

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.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48616.

111.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001053	\$ 1,000,177.00	\$ 850,931.36
	PROJECT STT 51021-106248		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 20, 2010		
	COMPLETION DATE - 16 working days		-14.92 %

6.83 mi of hot mix asphalt cold milling and resurfacing on M-55 from west of Udell Hills Road to west of Cooley Bridge, Manistee County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 850,931.36	Same	1 **
Elmer's Crane and Dozer, Inc.	\$ 882,558.34	Same	2

2 Bidders

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

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

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

Funding Source:

106248A

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.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49689.

112.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001054	\$ 115,331.04	\$ 114,681.05
	PROJECT ST 45091-105862		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 02, 2010		
	COMPLETION DATE - 5 working days		-0.56 %

0.93 mi of hot mix asphalt cold milling and resurfacing on M-201 from M-22 to north of Eighth Street in the village of Northport, Leelanau County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 114,681.05	Same	1 **
Elmer's Crane and Dozer, Inc.	\$ 123,216.79	Same	2

2 Bidders

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

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

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

Funding Source:

105862A

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.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49670.

113.	LETTING OF JANUARY 08, 2010		ENG. EST.		LOW BID
	PROPOSAL 1001055	\$	41,840.29	\$	37,085.26
	PROJECT STG 13016-78939				
	LOCAL AGRMT.			% OVER/UNDER EST.	
	START DATE - MAY 03, 2010				
	COMPLETION DATE - MAY 28, 2010				-11.36 %

0.21 mi of drainage improvements including catch basins, culvert extensions, slope flattening, and restoration at 3 locations on M-311 in the village of Burlington, Calhoun County.

0.00 % DBE participation required

BIDDER		AS-SUBMITTED	AS-CHECKED	
Concord Excavating & Grading, Inc.	\$	37,085.26	Same	1 **
Absolute Erosion Protection, LLC	\$	38,396.11	Same	2
Peters Construction Co.	\$	39,720.04	Same	3
Nashville Construction Company	\$	43,345.54	Same	4
Hoffman Bros., Inc.	\$	44,719.26	Same	5
C L Trucking & Excavating, LLC	\$	47,267.59	Same	6
Cadwell Bros. Construction Company	\$	52,083.31	Same	7
C & D Hughes, Inc.	\$	57,183.04	Same	8
Capozzo & Sons Excavating, Inc.				
R. Smith & Sons Trucking, Inc.				
Northern Construction Services, Co				
Milbocker and Sons, Inc.				

8 Bidders

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

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

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

Funding Source:

78939A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Reconstruction.

Selection: Low Bid.

Zip Code: 49068.

114.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001066	\$ 1,296,843.90	\$ 1,268,368.00
	PROJECT ST 41051-105478		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 04, 2010		-2.20 %

2.88 mi of hot mix asphalt cold milling and resurfacing, traffic loop replacements, and ADA ramp upgrades on M-44 from north of 3 Mile Road northerly to the Plainfield Avenue intersection, Kent County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,268,368.00	Same	1 **
Michigan Paving and Materials Comp	\$ 1,297,432.30	Same	2

2 Bidders

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

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

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

Funding Source:

105478A

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.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49505.

115.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001067	\$ 503,040.84	\$ 471,701.86
	PROJECT STT 71071-106285		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 26, 2010		
	COMPLETION DATE - SEPTEMBER 01, 2010		-6.23 %

6.30 mi of overband crack sealing and microsurfacing on US-23 from south of County Road 638 northerly to south of M-65, Presque Isle County. This project includes a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strawser Construction Inc.	\$ 471,701.86	Same	1 **
Pavement Maintenance Systems, LLC	\$ 537,934.49	Same	2

2 Bidders

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

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

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

Funding Source:

106691A

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.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48450.

LOCAL PROJECTS

117.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001013	\$ 2,634,938.00	\$ 2,249,053.24
	PROJECT STU 82457-108227, ETC		
	LOCAL AGRMT. 09-5702		% OVER/UNDER EST.
	START DATE - APRIL 15, 2010		
	COMPLETION DATE - 100 working days		-14.64 %

0.51 mi of road reconstruction and traffic signal improvements on Schaefer Road from Dix Road to Oakwood Boulevard, from Oakwood Boulevard to the Melvindale city limits, on Greenfield Road from Schaefer Road to west of the Detroit city limits, at the Schaefer Road and Raupp Road intersection, and Schaefer Road and Greenfield Road intersection in the cities of Detroit and Melvindale, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Angelo Iafrate Construction Company	\$ 2,249,053.24	Same	1 **
Dan's Excavating, Inc.	\$ 2,290,151.22	Same	2
Florence Cement Company	\$ 2,394,690.84	Same	3
San Marino Excavating, Inc.	\$ 2,480,703.32	Same	4
Posen Construction, Inc.	\$ 2,546,914.54	Same	5
Tony Angelo Cement Construction Co.	\$ 2,550,540.20	Same	6
Peter A. Basile Sons, Inc.	\$ 2,640,871.74	Same	7
Pamar Enterprises, Inc.			
ABC Paving Company			
Walter Toebe Construction Company			
Ajax Paving Industries, Inc.			
Major Cement Co.			

7 Bidders

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

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

Purpose/Business Case: This project is for 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:

108227A		
Wayne County	18.37 %	
Federal Highway Administration Funds	81.63 %	
108228A		
Wayne County	18.15 %	
Federal Highway Administration Funds	81.85 %	
108229A		
Wayne County	18.15 %	
Federal Highway Administration Funds	81.85 %	
108231A		
Wayne County	18.15 %	
Federal Highway Administration Funds	81.85 %	
108232A		
Wayne County	18.15 %	
Federal Highway Administration Funds	81.85 %	

Funding Source:

105541A

City of Detroit	18.15 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	81.85 %

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: 48226.

119.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001015	\$ 1,662,231.12	\$ 1,659,478.87
	PROJECT STU 82400-105542-2		
	LOCAL AGRMT. 09-5532		% OVER/UNDER EST.
	START DATE - APRIL 12, 2010		
	COMPLETION DATE - OCTOBER 30, 2010		-0.17 %

Concrete ADA sidewalk ramp construction and upgrades at 133 locations from Alexandrine Street at John R Street to Willis Avenue at John R Street in the city of Detroit, Wayne County.

25.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Doan Construction Co.	\$ 1,659,478.87	Same	1 **
Lacaria Concrete Construction Inc.	\$ 1,745,776.54	Same	2
Angelo Iafrate Construction Company	\$ 1,919,169.15	Same	3
Barthel Contracting Company	\$ 1,927,475.84	Same	4
Major Cement Co.	\$ 2,031,431.85	Same	5
Century Cement Company, Inc.	\$ 2,385,308.00	Same	6

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 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:

105542A

City of Detroit	18.15 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	81.85 %

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: 48201.

120.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001016	\$ 1,536,431.95	\$ 1,534,698.76
	PROJECT STU 82400-105546-2		
	LOCAL AGRMT. 09-5533		% OVER/UNDER EST.
	START DATE - APRIL 12, 2010		
	COMPLETION DATE - OCTOBER 30, 2010		-0.11 %

Concrete ADA sidewalk ramp construction and upgrades at 114 locations from St. Antoine Street at Hendrie Street to East Grand Boulevard at Melrose Street in the city of Detroit, Wayne County.

25.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Doan Construction Co.	\$ 1,534,698.76	Same	1 **
Lacaria Concrete Construction Inc.	\$ 1,588,964.89	Same	2
Barthel Contracting Company	\$ 1,788,929.12	Same	3
Angelo Iafrate Construction Company	\$ 1,792,312.15	Same	4
Major Cement Co.	\$ 1,870,245.77	Same	5
Warren Contractors & Development	\$ 1,979,231.80	Same	6
Century Cement Company, Inc.	\$ 2,162,056.15	Same	7

7 Bidders

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

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

Purpose/Business Case: This project is for 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:

105546A		
City of Detroit		18.15 %
Federal Highway Administration Funds		81.85 %
(Transportation Enhancement Funds)		

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: 48202.

121.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001018	\$ 984,688.70	\$ 622,981.46
	PROJECT BRO 77018-59829		
	LOCAL AGRMT. 09-5509		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 30, 2010		-36.73 %

Bridge removal and replacement, hot mix asphalt paving, and guardrail along with related approach work on Speaker Road over South Branch of Mill Creek, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
S-L and H Contractors Incorporated	\$ 622,981.46	Same	1 **
Anlaan Corporation	\$ 751,333.75	Same	2
Dan's Excavating, Inc.	\$ 796,199.72	Same	3
Walter Toebe Construction Company	\$ 797,927.50	Same	4
Posen Construction, Inc.	\$ 803,262.06	Same	5
Nashville Construction Company	\$ 848,979.76	Same	6
E.T. MacKenzie Company	\$ 872,999.55	Same	7
C. A. Hull Co., Inc.	\$ 911,075.78	Same	8
J. Slagter & Son Construction Co.	\$ 945,213.60	Same	9
McDowell Construction, L.L.C.	\$ 959,276.15	Same	10
Brenclaw Contractors, Inc.	\$ 962,968.16	Same	11
Midwest Bridge Company			
Milbocker and Sons, Inc.			
Pamar Enterprises, Inc.			
Hardman Construction, Inc.			

11 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 replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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:

59829A

St Clair County	5.05 %
Federal Highway Administration Funds	79.96 %
State Restricted Trunkline Funds	14.99 %

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 the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48097.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

102123A		
Dickinson County		20.00 %
Federal Highway Administration Funds		80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49801.

125.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001034	\$ 1,480,715.00	\$ 1,108,954.00
	PROJECT STU 25402-103544		
	LOCAL AGRMT. 09-5742		% OVER/UNDER EST.
	START DATE - MAY 31, 2010		
	COMPLETION DATE - JUNE 06, 2011		-25.11 %

0.40 mi of hot mix asphalt resurfacing and reconstruction, lane widening, concrete pavement repairs, concrete curb and gutter, guardrail, storm sewer, and earthwork on Morrish Road from the I-69 overpass to Bristol Road in the city of Swartz Creek, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zito Construction	\$ 1,108,954.00	Same	1 **
DiPonio Contracting, Inc.	\$ 1,125,721.72	Same	2
Dean Holmes Excavating, Ltd.	\$ 1,126,103.66	Same	3
C & D Hughes, Inc.	\$ 1,186,254.45	Same	4
Dan's Excavating, Inc.	\$ 1,259,180.06	Same	5
Pamar Enterprises, Inc.	\$ 1,267,962.95	Same	6
L.J. Construction, Inc.	\$ 1,268,128.20	Same	7
Barrett Paving Materials Inc.	\$ 1,302,387.30	Same	8
Florence Cement Company	\$ 1,303,359.97	Same	9
San Marino Excavating, Inc.	\$ 1,304,000.80	Same	10
Champagne and Marx Excavating, Inc.	\$ 1,336,813.90	Same	11
C & G Myers Construction, LLC	\$ 1,341,835.97	Same	12
L. A. Construction, Corp.	\$ 1,343,331.58	Same	13
Novak Construction	\$ 1,346,986.50	Same	14
C. A. Hull Co., Inc.	\$ 1,359,568.43	Same	15
Angelo Iafrate Construction Company	\$ 1,362,634.45	Same	16
C L Trucking & Excavating, LLC	\$ 1,365,365.96	Same	17
Fonson, Inc.	\$ 1,376,559.68	Same	18
Milbocker and Sons, Inc.	\$ 1,387,464.76	Same	19
Site Development, Inc.	\$ 1,424,432.17	Same	20
Rohde Bros. Excavating, Inc.	\$ 1,448,783.00	Same	21
Nashville Construction Company	\$ 1,461,818.87	Same	22
Lee Wood Contracting, Inc.	\$ 1,471,289.80	Same	23
Eastlund Concrete Construction			
Fisher Contracting Company			
Kelcris Corporation			
Ajax Paving Industries, Inc.			
Pro-Line Asphalt Paving Corp.			
Cadillac Asphalt, L.L.C.			
Tony Angelo Cement Construction Co.			
Causie Contracting, Inc.			

23 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:

103544A

Federal Highway Administration Funds	78.74 %
City of Swartz Creek	21.26 %

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: 48473.

126. LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
PROPOSAL 1001035	\$ 656,227.25	\$ 567,767.25
PROJECT STU 41401-108672		
LOCAL AGRMT. 09-5736		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JUNE 26, 2010		-13.48 %

0.83 mi of hot mix asphalt cold milling and resurfacing, sidewalk ADA ramps, and pavement markings on Three Mile Road from Bristol Avenue westerly to east of Cornelia Avenue in the city of Walker, Kent County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 567,767.25	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 572,661.25	Same	2

2 Bidders

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

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

Purpose/Business Case: This project is for the 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:

108672A	
Federal Highway Administration Funds	81.85 %
City of Walker	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: 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: 49554.

127.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001041	\$ 1,217,252.01	\$ 1,008,074.10
	PROJECT STUL 13411-101245		
	LOCAL AGRMT. 09-5745		% OVER/UNDER EST.
	START DATE - APRIL 27, 2010		
	COMPLETION DATE - SEPTEMBER 29, 2011		-17.18 %

0.46 mi of road reconstruction including hot mix asphalt surfacing, concrete curb and gutter, ADA ramps, watermain, sanitary sewer, and drainage structures on Emmett Street E from Freemont Street easterly to McKinley Street in the city of Battle Creek, Calhoun County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Mead Bros. Excavating Inc.	\$ 1,008,074.10	Same	1 **
Hoffman Bros., Inc.	\$ 1,016,122.43	Same	2
Peters Construction Co.	\$ 1,035,000.00	Same	3
C & D Hughes, Inc.	\$ 1,060,071.85	Same	4
Caledonia Excavating, Inc.	\$ 1,076,099.15	Same	5
Concord Excavating & Grading, Inc.	\$ 1,175,380.85	Same	6
Milbocker and Sons, Inc.	\$ 1,211,672.50	Same	7
Balkema Excavating, Inc.	\$ 1,225,855.10	Same	8
Kamminga & Roodvoets, Inc.	\$ 1,231,000.35	Same	9
Schippers Excavating, Inc.	\$ 1,278,608.70	Same	10
Nashville Construction Company	\$ 1,304,451.65	Same	11
C L Trucking & Excavating, LLC	\$ 1,311,225.15	Same	12
Northern Construction Services, Co.			
Kalin Construction Co., Inc.			

12 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:

101245A	
City of Battle Creek	43.83 %
Federal Highway Administration Funds	56.17 %

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: 49017.

128.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001042	\$ 925,476.00	\$ 736,128.36
	PROJECT EDA 50522-106606		
	LOCAL AGRMT. 09-5703		% OVER/UNDER EST.
	START DATE - APRIL 15, 2010		
	COMPLETION DATE - AUGUST 15, 2010		-20.46 %

0.42 mi of hot mix asphalt road reconstruction including concrete curb, gutter, and sidewalk, storm drainage, hot mix asphalt paving, and pavement markings on Cricklewood Avenue from Birch Street to west of Cypress Street and on Cypress Street from 23 Mile Road to Cricklewood Avenue in the city of New Baltimore, Macomb County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
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Pamar Enterprises, Inc.	\$	736,128.36	Same	1 **
DiPonio Contracting, Inc.	\$	736,886.31	Same	2
Teltow Contracting, Inc.	\$	764,859.97	Same	3
D.L.F., Inc.	\$	770,158.65	Same	4
Boddy Construction Company, Inc.	\$	775,276.27	Same	5
Pro-Line Asphalt Paving Corp.	\$	794,666.00	Same	6
Angelo Iafrate Construction Company	\$	822,545.34	Same	7
Florence Cement Company	\$	828,578.51	Same	8
T. R. Pieprzak Co.	\$	829,325.25	Same	9
Tyger Excavating, Inc.	\$	837,180.25	Same	10
Cortis Brothers Trucking & Excavat	\$	849,231.81	Same	11
Dan's Excavating, Inc.	\$	850,385.36	Same	12
Barrett Paving Materials Inc.	\$	856,742.26	Same	13
ABC Paving Company	\$	867,268.69	Same	14
C & G Myers Construction, LLC	\$	878,815.37	Same	15
Service Construction, L.L.C.	\$	889,306.76	Same	16
Warren Contractors & Development	\$	897,998.95	Same	17
Fisher Contracting Company				
Ace Asphalt & Paving Company				
Ajax Paving Industries, Inc.				
Cadillac Asphalt, L.L.C.				

17 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.

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:

106606A

City of New Baltimore	40.36 %
State Restricted Trunkline Funds	59.64 %

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: 48047.

129.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001043	\$ 366,857.50	\$ 296,690.65
	PROJECT STH 38609-105014		
	LOCAL AGRMT. 09-5644		% OVER/UNDER EST.
	START DATE - MAY 01, 2010		
	COMPLETION DATE - 50 calendar days		-19.13 %

0.01 mi of center turn lane and traffic signal upgrades to box span configuration on Spring Arbor Road at Robinson Road, Jackson County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 296,690.65	Same	1 **
Severance Electric Co., Inc.	\$ 300,970.29	Same	2
J. Ranck Electric, Inc.	\$ 306,995.35	Same	3
Rauhorn Electric, Inc.	\$ 312,489.95	\$ 307,489.95	4
J.R. Howell; Airport Lighting, LLC	\$ 309,042.93	Same	5
Michigan Paving and Materials Comp	\$ 320,209.43	Same	6
Rieth-Riley Construction Co., Inc.	\$ 331,001.75	Same	7
Nashville Construction Company			
Barrett Paving Materials Inc.			
Metropolitan Power and Lighting Inc.			
C & D Hughes, Inc.			

7 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

105014A

Jackson County	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49203.

130.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001045	\$ 147,740.00	\$ 92,439.20
	PROJECT STH 63609-105037		
	LOCAL AGRMT. 09-5751		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 14, 2010		-37.43 %

Traffic signal upgrade and sidewalk ramps on Southfield Road at 13 Mile Road, Oakland County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 92,439.20	Same	1 **
Metropolitan Power and Lighting	\$ 98,459.36	Same	2
J. Ranck Electric, Inc.	\$ 111,905.20	Same	3
Alpha Electric, Inc.	\$ 129,275.24	Same	4
Posen Construction, Inc.	\$ 139,316.11	Same	5
Severance Electric Co., 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 upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

105037A

Oakland County	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48025.

131.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001046	\$ 59,315.00	\$ 43,952.20
	PROJECT STH 25609-104996		
	LOCAL AGRMT. 09-5740		% OVER/UNDER EST.
	START DATE - JUNE 21, 2010		
	COMPLETION DATE - JULY 30, 2010		-25.90 %

0.03 mi of culvert extension including earth work, drainage improvements, and guardrail removal on Perry Road at McGrath Drain, Genesee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zito Construction	\$ 43,952.20	Same	1 **
BJ's and Sons Contracting Co, Inc.	\$ 47,167.29	Same	2
Novak Construction	\$ 47,567.00	Same	3
Absolute Erosion Protection, LLC	\$ 48,942.50	Same	4
L & M Landshaping, Inc.	\$ 49,494.16	Same	5
Jack Fick Excavating, Inc.	\$ 49,752.00	Same	6
San Marino Excavating, Inc.	\$ 51,446.50	Same	7
J.J. Barney Construction, Inc.	\$ 52,303.44	Same	8
Fonson, Inc.	\$ 53,518.42	Same	9
Service Construction, L.L.C.	\$ 53,972.00	Same	10
DiPonio Contracting, Inc.	\$ 54,955.50	Same	11
C & D Hughes, Inc.	\$ 55,749.00	Same	12
L. A. Construction, Corp.	\$ 55,791.90	Same	13
L.J. Construction, Inc.	\$ 58,585.00	Same	14
Heystek Contracting, Inc.	\$ 58,677.00	Same	15
Nashville Construction Company	\$ 58,689.00	Same	16
ABC Paving Company	\$ 58,940.61	Same	17
Job Site Services, Inc.	\$ 59,983.56	Same	18
Tri-Valley Landscaping, Inc.	\$ 62,278.20	Same	19
Cadwell Bros. Construction Company	\$ 62,857.63	Same	20
Tri-City Groundbreakers, Inc.	\$ 63,000.00	Same	21
Rohde Bros. Excavating, Inc.			
Perrin Construction Co., Inc.			
Fisher Contracting Company			
C & G Myers Construction, LLC			
Milbocker and Sons, Inc.			
Kennedy Excavating, Inc.			
A. J. Rehmus & Son, Inc.			
Capozzo & Sons Excavating, Inc.			
McDowell Construction, L.L.C.			

21 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 upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

104996A

Genesee County 20.00 %
 Federal Highway Administration Funds 80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48439.

132. LETTING OF JANUARY 08, 2010
 PROPOSAL 1001056 ENG. EST. LOW BID
 \$ 1,674,317.70 \$ 1,318,599.38
 PROJECT STE 38409-101697
 LOCAL AGRMT. 09-5750 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 90 working days -21.25 %

1.25 mi of hot mix asphalt and concrete non-motorized path construction, brick pavers, pedestrian bridge construction, concrete sidewalk, storm sewer, watermain, pedestrian street lights, grading, and landscaping on North Mechanic Street from West Louis Glick Highway northerly to North Street and northwesterly along the Grand River to West Monroe Street in the city of Jackson, Jackson County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Mead Bros. Excavating Inc.	\$ 1,318,599.38	Same	1 **
Davis Construction, Inc.	\$ 1,320,201.14	\$ 1,320,201.73	2
Bailey Excavating, Inc.	\$ 1,350,825.70	Same	3
E.T. MacKenzie Company	\$ 1,483,866.02	\$ 1,482,591.02	4
C & D Hughes, Inc.	\$ 1,543,180.13	Same	5
Posen Construction, Inc.	\$ 1,639,563.14	Same	6
Rieth-Riley Construction Co., Inc.	\$ 1,694,138.28	Same	7
Midwest Bridge Company			
Lacaria Concrete Construction Inc.			
Michigan Paving and Materials Comp			
Nashville Construction Company			
C. A. Hull Co., Inc.			
Angelo Iafrate Construction Company			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Anlaan Corporation			
Concord Excavating & Grading, Inc.			
Walter Toebe Construction Company			

7 Bidders

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

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

Purpose/Business Case: This project is for 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:

101697A

Federal Highway Administration Funds	57.80 %
(Transportation Enhancement Funds)	
City of Jackson	42.20 %

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: 49202.

133.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001060	\$ 13,750,888.75	\$ 10,178,671.39
	PROJECT STU 63459-104678, ETC		
	LOCAL AGRMT. 09-5747		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 25, 2011		-25.98 %

1.64 mi of road reconstruction, concrete pavement, curb and gutter, storm sewer, sanitary sewer, watermain replacement, and signal upgrades on Rochester Road from Torpey Road to Barclay Road and on Wattles Road at Rochester Road in the city of Troy, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 10,178,671.39	Same	1 **
Angelo Iafrate Construction Company	\$ 10,661,730.13	Same	2
V.I.L. Construction, Inc.	\$ 11,172,768.61	Same	3
Stante Excavating Co., Inc.	\$ 11,757,737.68	Same	4
Fisher Contracting Company	\$ 11,921,864.80	\$ 11,920,614.80	5
Posen Construction, Inc.	\$ 12,331,223.81	Same	6
Zito Construction	\$ 12,519,436.59	Same	7
Ajax Paving Industries, Inc.			
Walter Toebe Construction Company			
ABC Paving Company			
Pamar Enterprises, Inc.			
Tony Angelo Cement Construction Co.			

7 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction and widening 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 regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

104678A

Federal Highway Administration Funds	74.09 %
City of Troy	25.91 %

105941A

Federal Highway Administration Funds	76.59 %
City of Troy	23.41 %

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 and sign upgrade.

Selection: Low bid.

Zip Code: 48099.

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 includes a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and the reconstruction of a portion of highway under local jurisdiction and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

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

Funding Source:

106004A		
City of Bridgman		3.61 %
Federal Highway Administration Funds		96.39 %
106905A		
City of Bridgman		55.17 %
Federal Highway Administration Funds		44.83 %
	(Transportation Enhancement Funds)	

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 and road reconstruction.

Selection: Low bid.

Zip Code: 49106.

137.	LETTING OF JANUARY 08, 2010	ENG. EST.	LOW BID
	PROPOSAL 1001201	\$ 10,174,321.57	\$ 8,698,513.04
	PROJECT EDCF 50544-56156		
	LOCAL AGRMT. 09-5668		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2010		-14.51 %

2.51 mi of concrete reconstruction, widening, curb and gutter, hot mix asphalt shoulders, bridge reconstruction and widening, guardrail, signal work, and earthwork on Metropolitan Parkway from Garfield Road to Groesbeck Highway, Macomb County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Angelo Iafrate Construction Company	\$ 8,698,513.04	Same	1 **
Pamar Enterprises, Inc.	\$ 8,826,819.84	Same	2
D & R Earthmoving, LLC	\$ 8,860,789.05	Same	3
Dan's Excavating, Inc.	\$ 8,956,201.88	Same	4
Walter Toebe Construction Company	\$ 9,422,128.71	Same	5
Posen Construction, Inc.	\$ 10,059,453.63	Same	6
Site Development, Inc.	\$ 13,128,796.53	Same	7
Tony Angelo Cement Construction Co.			
Zito Construction			
ABC Paving Company			
Ajax Paving Industries, Inc.			
C. A. Hull Co., Inc.			
C & D Hughes, Inc.			
Anlaan Corporation			
Stante Excavating Co., Inc.			
John Carlo, Inc.			
E. C. Korneffel Co.			
Fisher Contracting Company			
Interstate Highway Construction			
V.I.L. Construction, Inc.			
Florence Cement Company			

7 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction and widening 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 regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

56156A

Macomb County	18.31 %
Federal Highway Administration Funds	81.69 %

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: 48035.

REAL ESTATE PROJECT

138. LETTING OF JANUARY 08, 2010
 PROPOSAL 1001051 \$ 489,057.50 \$ 286,955.00
 PROJECT TIP 77091-106607B02
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2010 -41.32 %

Demolition of department-owned real estate, St. Clair County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.A. Torello Demolition, Inc.	\$ 286,955.00	Same	1 **
Adamo Group Inc.	\$ 314,686.00	Same	2
Homrich Wrecking, Inc.	\$ 381,575.00	Same	3
Den-Man Contractors, Inc.	\$ 422,332.30	Same	4
E.T. MacKenzie Company	\$ 454,645.00	Same	5
Pitsch Wrecking Company	\$ 482,550.00	Same	6
Raymond Excavating Company	\$ 493,149.00	Same	7
North American Dismantling Corp.	\$ 496,227.60	Same	8
Fisher Contracting Company			
Blue Star, Inc.			
Zito Construction			
Novak Construction			

8 Bidders

Criticality: The demolition job in Port Huron is part of the Blue Water Bridge Plaza expansion project. Expansion of the plaza will improve the truck and other vehicular traffic flows across the bridge by enlarging the plaza inspection capacity and will also improve the safety of the roadway. Additionally, it will provide better access to tourists visiting Michigan, contribute to commerce around the state and enhance border security. Demolition of improvements is necessary for the expansion of the bridge plaza that will provide health, safety, economic benefit to the State of Michigan.

Purpose/ Business Case: This project is to remove building improvements from property acquired for the Blue Water Bridge Plaza expansion project in St. Clair County.

Benefit: The parcel improvements should be removed for health and safety factors. The improvements are located in the proposed right of way.

Funding Source:

106607B02		
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 best estimate of probable demolition costs. The contractor's final cost will be based on unit prices bid by the contractor.

Risk Assessment: Demolition of the improvements and clearance of the site will avoid any potential liability or legal issues involving the public.

Cost Reduction: Demolition of improvements will eliminate maintenance and repair costs.

Selection: Low bid

New Project Identification: Demolition.

Zip Code: 48060.

EXTRAS

139. **Extra 2010 - 01**

Control Section/Job Number: 50458-102188 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Road
Waterford, MI 48328

Designed By: Local Agency
Engineer's Estimate: \$6,860,148.86

Description of Project:

2.50 mi of concrete pavement widening including drainage, concrete curb and gutter, traffic signals and pavement markings on Cass Avenue from North Branch Clinton River northwesterly to 19 Mile Road and on Romeo Plank Road from 19 Mile Road northerly to north of 19 Mile Road, Macomb County.

Administrative Board Approval Date:	February 19, 2008	
Contract Date:	March 5, 2008	
Original Contract Amount:	\$6,220,187.01	
Total of Overruns/Changes (Approved to Date):	(161,419.98)	- 2.60%
Total of Extras/Adjustments (Approved to Date):	521,019.08	+ 8.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>62,425.88</u>	<u>+ 1.00%</u>
Revised Total	<u>\$6,642,211.99</u>	+ 6.78%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.78% over the original budget for an **Authorized to Date Amount** of \$6,579,786.11.

Approval of this extra will place the authorized status of the contract 6.78% or \$422,024.98 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-172	3	\$237,470.00	11/05/08
2009-005	6	\$50,402.67	01/20/09

Contract Modification Number(s): 14, 15

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

CM 14

Anchor Guy	1.000 Ea @ \$367.50/Ea	<u>\$367.50</u>
Total		<u>\$367.50</u>

CM 15

Gabions	4.380 Syd @ \$359.280/Syd	\$1,573.65
Excavation, Earth	11,520.900 Cyd @ \$5.25/Cyd	<u>60,484.73</u>
Total		<u>\$62,058.38</u>

Grand Total		<u>\$62,425.88</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 14

Because of the increased pavement width at the intersection of Romeo Plank and Cass Avenue, the existing signal poles had to be replaced. The new temporary poles required anchor guys so an additional anchor guy was placed to allow the signals to be operated through the phased construction of the new roundabout. The original extra cost for Anchor Guy, used in this instance, was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's average unit price index.

CM 15

The pay item Gabions was added during Phase I construction, along the north side of Cass Avenue. Widening Cass Avenue to the north resulted in a very steep (1:1 or less) slope to the south bank of the North Branch of the Clinton River. The gabions were used to control erosion along the bottom of the new embankment slope, and to raise the bottom elevation to lower the slope of the embankment to 1:2. The extra costs for Gabions were deemed reasonable based on comparison to certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction.

The pay item Excavation, Earth was added during the construction of new embankment between Sta. 61+00 and Sta. 65+00. This section involved moving the alignment of the new Cass Avenue to an area beyond the existing road and embankment. During construction, the existing clay embankment started to fail. The clay material was removed and the embankment was constructed with granular material. The area was cross-sectioned to determine the volume of clay to be removed and the unit price was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's average unit price index.

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

This Extra is recommended for approval by the State Administrative Board on January 19, 2010.

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, 80.00%; State Restricted Trunkline, 20.00%, 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: 48038.

140. **Extra 2010 - 02**

Control Section/Job Number: 77023-59637 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: HNTB Michigan, Inc.
URS Corporation Great Lakes

Engineer's Estimate: \$6,292,994.85

Description of Project:

72 mi of ITS cabinets, micro-loop and microwave vehicle detector hardware, dynamic message signs, CCTV cameras on I-69, west of M-19 to the Blue Water bridge, on I-94, M-29 (23 Mile Road) to I-94/I-69 interchange, on I-96 Smart Corridor, I-275 to Livingston County line, on I-96 from Livingston County line to Wayne County line and on I-96 eastbound, from Moross Road to 23 Mile (M-29) in the cities of Detroit, Harper Woods, St. Clair Shores, Eastpointe, Roseville, Mount Clemens, Port Huron, Wixom, Novi, Farmington, Farmington Hills, Oakland, Macomb, Wayne and St. Clair Counties.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 20, 2006	
Original Contract Amount:	\$5,374,237.44	
Total of Overruns/Changes (Approved to Date):	138,094.12	+ 2.57%
Total of Extras/Adjustments (Approved to Date):	366,222.00	+ 6.81%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>727.81</u>	<u>+ 0.01%</u>
Revised Total	<u>\$5,879,281.37</u>	+ 9.39%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.38% over the original budget for an **Authorized to Date Amount** of \$5,878,553.56.

Approval of this extra will place the authorized status of the contract 9.38% or \$505,043.93 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-054	5	\$240,734.00	04/01/08
2009-143	7	\$66,600.00	09/30/09

Contract Modification Number(s): 8

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

CM 8

59637A

Damaged Type C Lights	36.000 Ea @ \$15.00/Ea	\$540.00
Sign, Type A, Temp, Prismatic, Furn	31.250 Sft @ \$6.00/Sft	187.50
Sign Type A, Temp, Prismatic, Oper	31.250 Sft @ \$0.01/Sft	0.31
Total		<u>\$727.81</u>

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

CM 8

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged Type C Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

Sign Type A, Temp, Prismatic, furnished and operated are for stop signs used at multiple on-ramp locations to I-96, I-69 and I-94 where a proposed lane closure would affect the taper distance for traffic merging onto the interstates. Under the guidance of the Metro Region Traffic and Safety staff, the addition of these stop signs increased traffic safety at the merge points by reducing the risk of side-swipe accidents. The extra cost for Sign, Type A, Temp, Prismatic, Furn and Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable based on comparison to MDOT's Average Unit Price Index.

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

This Extra is recommended for approval by the State Administrative Board on January 19, 2010.

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

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

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

Funding Source:

59637A: FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted;

77009A: FHWA, 50%; State Restricted Trunkline, 50%; unless otherwise noted;

83057A: FHWA, 80%; State Restricted Trunkline, 20%; unless otherwise noted;

83060A: FHWA, 80%; State Restricted Trunkline, 20, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48075.

141. **Extra 2010 - 03**

Control Section/Job Number: 82022-87293 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Road
Waterford, MI 48328

Designed By: Local Agency
Engineer's Estimate: \$5,327,632.50

Description of Project:

1.10 mi of streetscape improvements including street lighting, decorative trash receptacles and benches, colored stamped concrete sidewalk, trees, tree grates and planting areas, and road rehabilitation including cold milling, hot mixed asphalt paving, concrete curb and gutter, concrete sidewalk ramps, concrete pavement repair, adjusting drainage structures, and pavement markings on Warren Road from Schaefer Road to Lonyo Road in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	May 22, 2007	
Original Contract Amount:	\$5,215,012.39	
Total of Overruns/Changes (Approved to Date):	(17,165.38)	- 0.33%
Total of Extras/Adjustments (Approved to Date):	396,119.48	+ 7.60%
Total of Negative Adjustments (Approved to Date):	(31,894.34)	- 0.61%
THIS REQUEST	<u>13,950.00</u>	+ <u>0.27%</u>
Revised Total	<u>\$5,576,022.15</u>	+ 6.93%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.66% over the original budget for an **Authorized to Date Amount** of \$5,562,072.15.

Approval of this extra will place the authorized status of the contract 6.93% or \$361,009.76 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-132	37, 38, 39, 41, 42, 43, 44, 45	\$130,517.70	09/02/08
2008-141	63 r. 1	\$13,050.55	09/23/08
2008-187	66, 68, 69	\$55,400.71	12/02/08
2009-045	74	\$101,587.38	04/21/09

Contract Modification Number(s): 78

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

CM 78

89213A

Price Adjustment – Minor Traffic Devices/Flag Control

\$13,950.00

Total

\$13,950.00

CM 78

Resulting from approved Extensions of Time and documentation supported by Daily Field Reports, it has been determined that (9) additional days of Minor Traffic Devices and Flag Control were ordered by the Engineer to carry out work during the authorized Extension of time. In accordance with the 2003 Standard Specifications for Construction, Section 812.04 and MOOT Special Provision 03SP812(M) of the contract, price adjustments to the items "Minor Traffic Devices and "Flag Control", if used, will be made when an approved extension of time is granted without the assessment of liquidated damages. "Minor Traffic Devices" will be compensated at \$900.00 per calendar day and "Flag Control" will be compensated at \$650.00 per calendar day.

$\$900.00 + \$650.00 \times 9 \text{ calendar days} = \$13,950.00$

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

This Extra is now recommended for approval by the State Administrative Board on January 19, 2010.

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 are essential to the safe and timely completion of this contract.

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

Funding Source:

87293A: FHWA, 19.19%; City of Dearborn, 80.81%;

89213A: FHWA, 81.85%; Wayne County, 18.15%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48126.

142. **Extra 2010 - 04**

Control Section/Job Number: 11411-82739 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: D. J. McQuestion & Sons, Inc.
17708 18 Mile Road
Leroy, MI 49655

Designed By: Wightman & Associates, Inc.
Engineer's Estimate: \$1,124,301.00

Description of Project:

0.79 mi of roadway realignment including hot mix asphalt base crushing and shaping, resurfacing, trenching and aggregate shoulders, storm sewer, ditching, removal of existing culvert, construction of a precast, 3-sided box culvert, and related approach work on Deans Hill Road from Pokagon Road (Old US-131) to northeast of Love Creek in the city of Berrien Springs, Berrien County.

Administrative Board Approval Date:	July 21, 2009	
Contract Date:	August 3, 2009	
Original Contract Amount:	\$924,196.13	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	38,964.00	+ 4.22%
Total of Negative Adjustments (Approved to Date):	0.0	+ 0.00%
THIS REQUEST	<u>24,260.00</u>	<u>+ 2.62%</u>
Revised Total	<u>\$987,420.13</u>	+ 6.84%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.22% over the original budget for an **Authorized to Date Amount** of \$963,160.13

Approval of this extra will place the authorized status of the contract 6.84% or \$63,224.00 over the **Original Contract Amount.**

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2 r. 3

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

CM 2

Provide and Install Tenax 330 Geotextile	4,600.000 Syd @ \$4.35/Syd	\$20,010.00
Salv Crushed Material, LM	1,000.000 Cyd @ \$4.25/Cyd	<u>4,250.00</u>
Total		<u>\$24,260.00</u>

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

CM 2

When the Contractor began working on the embankment necessary for the road widening, some soft soils were encountered in the lower areas, west of the culvert. An excavation at Station 61 +70, 20' right down to elevation 618 (approximately 5' below existing centerline road grade) revealed wet, coarse gray sand with pebbles. At Station 62+40, 20' right down to elevation 617 (approximately 7' below grade) revealed the same wet, coarse gray sand with pebbles from grade to elevation 619, and then at least 2 feet of peat below to elevation 617. It was determined that some method of stabilization would be needed in order to properly place and compact the embankment necessary for the road widening. After consultation with Price & Co., it was determined that a high-strength geogrid would be placed approximately 2' below existing grade, for the width of the embankment at the elevation (approximately 46' wide) from the approximate toe of the slope at Station 58+00 to the culvert (Station 67+00). The soil borings taken at the bridge showed peat at elevation 611, fully 8 feet below the material encountered at station 62+40. There was no reason to presume the soft soils would present a problem prior to construction. In fact, the construction staging area west of the culvert, on the north side of the road, which is substantially lower than the grade at station 62+40 right, is quite stable and supporting all modes of heavy construction equipment with no additional treatment.

In order to correct the un-stable base from Station 58+00 to Station 67+00, Salvage Crushed Material, LM, needed to be removed 20' wide, approximately 16" deep, 900 feet long and the Tenax MS 330 Geo-grid needed to be installed. After Geo-grid installation, previously removed material was replaced under Salvage Crushed Material, LM.

The extra costs for Provide and Install Tenax 330 Geotextile and Salv Crushed Material, LM were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and deemed reasonable when compared to similar work done on other projects in Berrien County.

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

This Extra is now recommended for approval by the State Administrative Board on January 19, 2010.

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, 81.85%; Berrien County, 18.15%, unless otherwise noted.

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

Risk Assessment: 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: 49102.

OVERRUNS

143. **Overrun 2010 - 01**

Control Section/Job Number: 11609-73597 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: R. Smith & Sons Trucking, Inc.
3641 108th Avenue
Allegan, MI 49010

Designed By: Wightman and Associates
Engineer's Estimate: \$255,123.75

Description of Project:

0.37 mi of hot mix asphalt roadway realignment, pavement removal, roadway obliteration, earth excavation, embankment, subbase, aggregate base, hot mix asphalt surfacing, drainage improvements and safety item upgrades on Hochberger Road from Deans Hill Road to Eau Claire Road, Berrien County.

Administrative Board Approval Date:	June 17, 2008	
Contract Date:	July 15, 2008	
Original Contract Amount:	\$255,696.00	
Total of Overruns/Changes (Approved to Date):	25,569.60	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	8,168.75	+ 3.19%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>6,775.00</u>	+ <u>2.65%</u>
Revised Total	<u>\$296,209.35</u>	+ 15.84%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.19% over the original budget for an **Authorized to Date Amount** of \$289,434.35.

Approval of this overrun will place the authorized status of the contract 15.84% or \$40,513.35 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Topsoil Surface, Salv, 3"	5,420.000 Syd @ \$1.25/Syd	<u>\$6,775.00</u>
Total		<u>\$6,775.00</u>

Reason(s) for Overrun(s):

The quantities for restoring the area where Hochberger Road was prior to realignment were not included in the original plans. This plan error caused the project to go into overrun status.

This Overrun is now recommended for approval by the State Administrative Board on January 19, 2010.

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: FHWA, 80%; Berrien County, 20%, unless otherwise noted.

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

Risk Assessment: 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: 49102.

144. **Overrun 2010 - 02**

Control Section/Job Number: 50022-88529 MDOT Project

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

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: \$644,266.48

Description of Project:

Reconstruction of approaches including pavement removal, construction of temporary crossovers at median, sign and signal installation and pavement marking installation on M-59 at the Canadian National Railway railroad track crossing east of M-97, Macomb County.

Administrative Board Approval Date:	September 28, 2007	
Contract Date:	October 18, 2007	
Original Contract Amount:	\$587,259.82	
Total of Overruns/Changes (Approved to Date):	58,725.98	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	113,046.38	+ 19.25%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>75,942.20</u>	+ <u>12.93%</u>
Revised Total	<u>\$834,974.38</u>	+ 42.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 29.25% over the original budget for an **Authorized to Date Amount** of \$759,032.18.

Approval of this overrun will place the authorized status of the contract 42.18% or \$247,714.56 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Slope Restoration	8,810.00 Syd @ \$8.62/Syd	<u>\$75,942.00</u>
Total		<u>\$75,942.00</u>

Reason(s) for Overrun(s):

This project had 2 temporary crossovers in the median while the railroad company worked on the railroad crossings on both EB and WB M-59. The plans did not set up enough quantity for seeding and mulch to account for the necessary erosion control needed in the median during the different stages of construction. The extra quantities for slope restoration of the temporary crossovers were not in the plans but were necessary to meet DEQ requirements.

This Overrun is recommended for approval by the State Administrative Board on January 19, 2010.

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: FHWA, 90%; State Rail Grade Crossing, 10%, unless otherwise noted.

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

Risk Assessment: 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: 48036.

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
January 12, 2010

Kirk T. Steudle
Director

Mr. Berger presented the Transportation and Natural Resources Committee Report for the regular meeting of January 13, 2010. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Berger moved that the Report covering the regular meeting of January 13, 2010, be approved and adopted with Item 33 withdrawn at the State Administrative Board meeting on January 19, 2010. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

SECRETARY

CHAIRPERSON