

APPROVED

February 15, 2011

Michigan State
Administrative Board

Lansing, Michigan

February 1, 2011

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, February 1, 2011, at 11:00 a.m.

Present: Mike Gadola, Legal Counsel, representing Rick Snyder, Chairperson
Nat Forstner, Chief of Staff, representing Brian Calley, Lt. Governor
Mike Senyko, Chief of Staff, representing Ruth Johnson, Secretary of State
Carol Isaacs, Chief of Staff, representing Bill Schuette, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Andy Dillon, State Treasurer
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Myron Frierson, Director, Finance and Administration Bureau, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Iris Lopez, Department of Attorney General; Pat Mullen, Deborah Roberts, Janet Rouse, TeAnn Smith, Department of Technology, Management and Budget; Jean Ingersoll, Department of Transportation

1. CALL TO ORDER:

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

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

Ms. Wolenberg moved that the minutes of the regular meeting of January 18, 2011, be approved and adopted. The motion was supported by Mr. Frierson and unanimously approved.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

DEPARTMENT OF COMMUNITY HEALTH, Women, Infants and Children
(WIC) Division, 2/1/2011

DEPARTMENT OF HUMAN SERVICES,
Bureau of Juvenile Justice, Central Operations Administration, 2/1/2011
Bureau of Juvenile Justice, Director and Investigator, 2/1/2011
Bureau of Juvenile Justice, Facilities 2/1/2011
Office of Child Support MiSDU 2/1/2011

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

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

Michigan State
Administrative Board

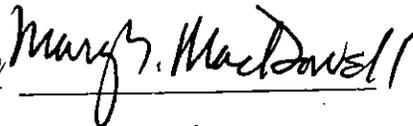
COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD

The Honorable Rick Snyder, Governor
and
Members of the State Administrative Board

A regular meeting of the Building Committee was held at 11:00 a.m.
on January 25, 2011. Those present being:

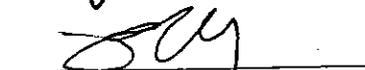
Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved



Member: David Murley, representing
Governor Snyder

Approved



Member: Nat Forstner, representing
Lt. Governor Calley

Approved



Others: Iris Lopez, Department of Attorney General; Sherry Bond, Pat
Mullen, Deborah Roberts, Janet Rouse, TeAnn Smith, Department of
Technology, Management and Budget

Ms. MacDowell called the meeting to order.

The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

January 25, 2011 / February 1, 2011
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

RESOLUTION

1. Resolution of The State Administrative Board Approving Construction and Completion Assurance Agreements, Conveyances of Property and Leases for Certain Facilities

Legislative Background

Project	Public Act	Total Cost	SBA Share	College / University Share	GF/GP Share	Concurrent Resolution	Date Approved
JCC Whiting Hall Renovations	PA 278 of 2008 PA 64 of 2009	\$21,900,000	\$10,949,800	\$10,950,000	\$200	SCR 57 of 2010	12/2/2010
Mott CC Library Consolidation and Renovation	PA 278 of 2008 PA 64 of 2009	\$8,156,000	\$4,077,800	\$4,078,000	\$200	SCR 54 of 2010	12/2/2010

Purpose/Business Case

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreements between the State Building Authority, State of Michigan, and certain facilities, the conveyance of the facility to the Authority, and the form of the leases.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the projects with short-term commercial paper notes.

Funding Source/Commitment Level & Zip Code

Short-term commercial paper notes will initially finance the Authority's share of the projects through the acquisition/construction/renovation phase of the projects. At completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual

(1-21-11 – 11:25 am - FINAL)

rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

Jackson Community College Whiting Hall Renovations

\$751,000 - \$982,000

Zip Code: 49201

Mott Community College Library Consolidation and Renovation

\$280,000 - \$366,000

Zip Code: 48502

Risk Assessment

Without approval of this resolution, the projects cannot be bonded and cannot be conveyed to the SBA.

Ms. MacDowell presented the Building Committee Report for the regular meeting of January 25, 2011. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of January 25, 2011, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

Michigan State
Administrative Board

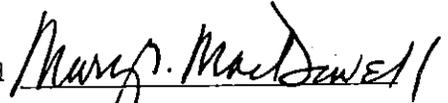
**COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD**

The Honorable Rick Snyder, 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 25, 2011. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved



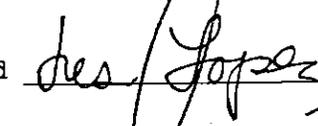
Member: David Murley, representing
Governor Snyder

Approved



Member: Iris Lopez, representing
Attorney General Schuette

Approved



Others: Sherry Bond, Pat Mullen, Deborah Roberts, Janet Rouse, TeAnn Smith,
Department of Technology, Management and Budget; Nat Forstner, Lt.
Governor's Office

Ms. MacDowell called the meeting to order.

The Finance and Claims Committee regular agenda and Recovery Act Funds
agenda were presented.

Following discussion, Ms. Lopez moved that the regular and Recovery Act
Funds agendas be recommended to the State Administrative Board for
approval with Item 21(3) of the regular agenda withdrawn. The motion was
supported by Mr. Murley and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

1/25/2011 12:00 version

FINANCE AND CLAIMS COMMITTEE

January 25, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

February 1, 2011, 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 ENERGY, LABOR AND ECONOMIC GROWTH

- 1) Vanguard Health Systems, Inc. \$ 949,449.00 Total
Nashville, TN
FY11 78.7% Federal Fund
21.3% General Fund
To provide diagnostic and personal adjustment training, rehabilitation teaching, which includes activities of daily living skills, orientation and mobility, time and money management, assistive technology training to persons who are blind in the metropolitan Detroit area

- 2) Kari L. Miles NOT TO EXCEED
White Pine, MI \$ 24,500.00 Total
FY11 100% Restricted Fund
Michigan Tax Tribunal Fund
Hearing Officer to assist the Michigan Tax Tribunal in hearing small claim cases and appeals

2. DEPARTMENT OF HUMAN SERVICES

- 1) Cristo Rey Community Center
Lansing, MI NOT TO EXCEED
\$ 66,700.00 Total
FY11-13 100% Federal Fund
Two-year, eight-month contract
for Parent Education/Group
classes in Ingham County

- 2) Central Michigan District
Health Department
Mt. Pleasant, MI NOT TO EXCEED
\$ 160,000.00 Total
FY11-13 100% Federal Fund
Two-year, eight-month contract
for Education Support services
in Clare County

- 3) Ionia County Intermediate
School District
Ionia, MI NOT TO EXCEED
\$ 66,836.00 Total
FY11-13 100% Federal Fund
Two-year, eight-month contract
for Parent Education/Home
visitation program in Ionia
County

- 4) Bay City Prosecuting
Attorney
Bay City, MI NOT TO EXCEED
\$ 292,000.00 Total
FY11-13 100% Federal Fund
Two-year, eleven-month contract
for legal representation of
foster care cases

- 5) Jean Stenzel
Novi, MI NOT TO EXCEED
\$ 51,000.00 Total
FY11-13 100% Federal Fund
Three-year contract for
curriculum development and
training on adoption issues

2. DEPARTMENT OF HUMAN SERVICES continued

6) Various TRAIN11 - series \$ 161,610.00 Total
(Listing on file) **FY11-12** 100% Federal Fund
Eleven-month contract for
training services

3. DEPARTMENT OF TRANSPORTATION/MACKINAC BRIDGE AUTHORITY

1) Werner Plumbing & Heating \$ 26,475.00 Total
Cheboygan, MI **FY11** 100% Restricted Fund
Mackinac Bridge Authority Fund
Replacement of the Boiler at
the Administration Building at
the Mackinac Building Authority

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

4. DEPARTMENT OF ATTORNEY GENERAL

1) Larry F. Brya \$ 60,000.00 Amendment
Grand Ledge, MI \$ 120,000.00 New Total
FY11 100% Restricted Fund
Retirement Funds
Additional funds for Legal
Services for the Department
relative to the proposed
legislative changes to the
State Employees' Retirement
System and the Michigan Public
Schools Employees' Retirement
System

5. DEPARTMENT OF COMMUNITY HEALTH

1) Detroit BioMedical \$ 91,000.00 Amendment
Laboratories, Inc. \$ 237,082.00 New Total
Farmington Hills, MI **FY09-11** 100% General Fund
Additional funds for two-year
agreement to provide medical
laboratory services to Caro
Center residents

6. DEPARTMENT OF CORRECTIONS

1) Various Pre-Employment Physicals Providers (Listing on file)	\$ 100,400.00 Amendment \$ 200,000.00 New Total FY11-12 100% General Fund Additional funding to continue pre-employment physicals
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7. DEPARTMENT OF HUMAN SERVICES

1) Various DDS - Series (Listing on file)	\$ 260,900.00 Amendment \$ 1,926,746.00 New Total FY11 100% Federal Fund Additional funds due to unanticipated increase in number of clients requesting disability determination services
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SECTION III - AGENCY SUBMITTED - NEW GRANTS

8. DEPARTMENT OF COMMUNITY HEALTH

1) Bay Medical Foundation DBA Helen Nickless Clinic Bay City, MI	\$ 75,000.00 Total FY11 100% General Fund Nine month grant agreement to provide funding for primary care services to the uninsured and underinsured
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9. DEPARTMENT OF HUMAN SERVICES

1) County of Kalamazoo Kalamazoo, MI	\$ 375,000.00 Total FY11-13 100% Federal Fund To upgrade an existing data collection data system to run statistical information to effectively aide in the analysis of juvenile justice system contact point data
2) Oakland Livingston Human Services Agency Pontiac, MI	\$ 100,000.00 Total FY11 80% Federal Fund 20% General Fund To provide Chafee funds to Michigan Youth in Transition

10. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Various Grantees \$ 300,000.00 Total
(Listing on file) **FY11-12 100% Restricted Fund**
Clean MI Initiative
Grants to offer Michigan
companies assistance into high-
growth clean energy sectors

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

11. DEPARTMENT OF AGRICULTURE

- 1) Huron Conservation District \$ 30,000.00 Amendment
Bad Axe, MI \$ 65,000.00 New Total
FY11 100% Federal Fund
Additional funding for the
Great Lakes Restoration
Initiative

- 2) Lenawee Conservation \$ 30,000.00 Amendment
District \$ 65,000.00 New Total
Adrian, MI **FY11 100% Federal Fund**
Additional funding for the
Great Lakes Restoration
Initiative

12. DEPARTMENT OF COMMUNITY HEALTH

- 1) Public Health Foundation \$ 35,700.00 Amendment
Washington, D.C. \$ 84,892.00 New Total
FY11 100% Federal Fund
Additional funds for one-year
grant agreement to provide
funding for emergency
preparedness training and
education

12. DEPARTMENT OF COMMUNITY HEALTH continued

2)	Upper Peninsula Emergency Medical Service Corp. (UPEMS) Marquette, MI	\$ 50,331.00 Amendment \$ 223,880.00 New Total FY11 91% Federal Fund 9% Local Fund Additional funds for one-year grant agreement to provide funding for annual inspection of licensed life support agencies and vehicles to assure compliance with licensure requirements
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13. DEPARTMENT OF HUMAN SERVICES

1)	Habitat for Humanity of Michigan Lansing, MI	\$ 0.00 Amendment \$ 495,158.00 New Total FY11-12 100% Federal Fund Previously approved. Date extension only.
2)	Arab Community Center for Economic & Social Services (ACCESS) Dearborn, MI	\$ 50,000.00 Amendment \$ 2,094,200.00 New Total FY11 100% General Fund Additional funds requested due to unanticipated increase in clients requesting translation and interpreting services

14. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1)	Iosco County Parks & Recreation Iosco, MI	\$ 172,215.75 Amendment \$ 238,717.75 New Total FY11 100% Restricted Fund <i>Snowmobile Trail Improvement Fund</i> Additional funds for maintenance and improvements to the trail system
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SECTION V - DTMB SUBMITTED - NEW CONTRACTS

15. DEPARTMENT OF COMMUNITY HEALTH

- 1) Maximus Health Services, Inc. \$ 87,875,220.00 (6 years)
Reston, VA **FY11-17** 50% General Fund
50% Federal Fund
071I0200235 Enrollment Broker
Services

16. DEPARTMENT OF CORRECTIONS

- 1) PNC Equipment Finance NOT TO EXCEED
Columbus, OH \$ 666,909.80 (60 months)
FY11-15 100% General Fund
Finance for Lease/Purchase for
Energy Conservation Measures
for Cotton Correctional
Facility

17. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- 1) Complete Source \$ 297,900.00 (3 years)
Grand Rapids, MI **FY11-14** 100% Federal Fund
071I0200169 Printing Check
Stock and Forms

18. DEPARTMENT OF STATE POLICE

- 1) Aeromaritime American, Inc. \$ 115,321.80 (one-time)
Mesa, AZ **FY11** 100% General Fund
071I1300045 Helicopter Engine
Overhaul and Rental

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Great Lakes Comnet \$ 1,771,735.63 (5 years)
East Lansing, MI **FY11-16** 100% Revolving Fund
Varies by agency
071I300028 Rural Health Fiber
Optic Network Services

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- | | | |
|----|--------------------------------------|--|
| 2) | Dewpoint
Lansing, MI | \$ 2,000,000.00 (3 years)
FY11-14 37% Federal Fund
31% General Fund
32% Restricted Fund
<i>See bid tab for list of funds</i>
084R2020018 Services |
| | Oracle America
Redwood Shores, CA | \$ 35,000,000.00 (3 years)
FY11-14 37% Federal Fund
31% General Fund
32% Restricted Fund
<i>See bid tab for list of funds</i>
084R2020018 Software and
Maintenance Services |
| 3) | Peckham, Inc.
Lansing, MI | \$ 1,125,974.36 (4 years)
FY11-14 75% Federal Fund
25% General Fund
071I0200091 Janitorial
Services - University Region
for the Department of Military
and Veterans Affairs |

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

20. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- | | | |
|----|-------------------------------------|---|
| 1) | Premarc Corporation
Cadillac, MI | \$ 209,000.00 Amendment
\$ 516,090.00 New Total
FY11 100% Restricted Fund
<i>Park Improvement Fund,
Park Endowment Fund
and Fore Fund</i>
071IB7200151 Additional funds
a one-year option to the
contract for fire rings |
|----|-------------------------------------|---|

21. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- | | | |
|----|--|--|
| 1) | Deloitte Consulting, LLP
Lansing, MI | \$ 3,000,000.00 Amendment
\$ 31,890,010.00 New Total
FY11 100% Restricted Fund
<i>Delinquent Tax collection Revenue</i>
071B8200018 Additional funding
for Michigan Integrated Tax
System for Department of
Treasury |
| 2) | Matsch Financial Systems
Grand Rapids, MI | \$ 283,125.00 Amendment
\$ 3,218,474.68 New Total
FY11 100% Restricted Fund
<i>See bid tab for list of funds</i>
071B6000400 Additional funding
for Telemangement System for
Financial Services |
| 3) | The Mitas Group, Inc.
McKinney, TX | \$ 103,367.25 Amendment
\$ 206,734.50 New Total
FY11 100% Restricted Fund
<i>Michigan State Housing</i>
<i>Development Authority Fees</i>
071B0200184 Additional funding
for a six-month option to the
contract for Michigan State
Housing Development Authority
Multifamily Housing Financial
system |
| 4) | Veritec Solutions, LLC
Jacksonville, FL | \$ 2,300,000.00 Amendment
\$ 8,100,000.00 New Total
FY11-13 100% Restricted Fund
<i>Deferred Presentment Transaction Fee</i>
071B6200311 Additional funding
for two, one-year options to
the contract for Deferred
Presentment Services for the
Department of Energy, Labor and
Economic Growth |

Withdrawn

21. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

Various RE:START Vendors

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

- 5) Complete Corporate Solutions
(Radhamani Venugopal)
Madison Heights, MI

NOT TO EXCEED
\$ 154,750.00 Amendment
\$ 435,724.00 New Total
FY11-12 100% Revolving Fund
Bill back to Agencies
071B9200138 Additional funding for the continuation of services of one Senior Web Developer to assist with continued development of new features and proposed functionality for the Telecommunications portal system

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

22. DEPARTMENT OF COMMUNITY HEALTH

- 1) Johnnie Morrow \$ 47.49

The claimant (10-SAB-175) requests \$47.49 reimbursement for her eyeglasses damaged while performing her duties. The Committee recommends approval for this claim.

23. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 1) Steven Adkins #206454 \$179.00

The claimant (10-SAB/DOC-617) requests \$179.00 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of this claim.

- 2) Aerial Aerins #144622 \$250.77

The claimant (10-SAB/DOC-566) requests \$250.77 reimbursement for his footlocker and store goods stolen while under control of the Department. The Committee recommends denial of this claim.

- 3) Brandon Bazzi #658794 \$ 87.00

The claimant (10-SAB/DOC-527) requests \$87.00 reimbursement for his footlocker damaged during transfer from one facility to another. The Committee recommends approval of this claim.

- 4) Ricardo Blackshire #515650 \$255.64

The claimant (10-SAB/DOC-534) requests \$255.64 reimbursement for his MP3 player and guitar damaged while under control of the Department. The Committee recommends approval of \$161.82 for this claim.

- 5) Calvin Brooks #378637 \$164.00

The claimant (10-SAB/DOC-618) requests \$164.00 reimbursement for miscellaneous items stolen while under control of the Department. The Committee recommends denial of this claim.

- 6) Calvin Brooks #378637 \$211.00

The claimant (10-SAB/DOC-619) requests \$211.00 reimbursement for his TV stolen while under control of the Department. The Committee recommends denial of this claim.

23. DEPARTMENT OF CORRECTIONS continued

7) Tyree Brooks #390929 \$ 20.20

The claimant (10-SAB/DOC-579) requests \$20.20 reimbursement for his watch lost while under control of the Department. The Committee recommends approval of \$12.72 for this claim.

8) David Carson #193706 \$999.99

The claimant (10-SAB/DOC-493) requests \$999.99 reimbursement for medical and social security disability records lost during transfer from one facility to another. The Committee recommends approval of \$342.00 for this claim.

9) Deneko Childs #223646 \$ 37.50

The claimant (10-SAB/DOC-499) requests \$37.50 reimbursement for his footlocker damaged during transfer from one facility to another. The Committee recommends denial of this claim.

10) Randolph Craig #645945 \$ 81.00

The claimant (10-SAB/DOC-613) requests \$81.00 reimbursement for miscellaneous items stolen while under control of the Department. The Committee recommends approval of this claim.

11) Ricky Cyphert #181927 \$ 34.95

The claimant (10-SAB/DOC-608) requests \$34.95 reimbursement for his cassette player lost while under control of the Department. The Committee recommends approval of \$37.05 for this claim.

12) Felicia Dyer #471609 \$194.23

The claimant (10-SAB/DOC-559) requests \$194.23 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends approval of \$183.40 for this claim.

13) John English #174718 \$ 33.49

The claimant (10-SAB/DOC-568) requests \$33.49 reimbursement for his shirts lost while under control of the Department. The Committee recommends approval of \$32.54 for this claim.

23. DEPARTMENT OF CORRECTIONS continued

14) Daniel Esterline #380164 \$151.96

The claimant (10-SAB/DOC-612) requests \$151.96 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of this claim.

15) Robert Faison #477697 \$ 11.75

The claimant (10-SAB/DOC-616) requests \$11.75 reimbursement for his shower sandals lost while under control of the Department. The Committee recommends approval of \$8.60 for this claim.

16) William Fischer #249033 \$ 87.00

The claimant (10-SAB/DOC-569) requests \$87.00 reimbursement for his footlocker damaged during transfer from one facility to another. The Committee recommends approval of this claim.

17) Curtis Flemming #383042 \$435.17

The claimant (10-SAB/DOC-552) requests \$435.17 reimbursement for miscellaneous items damaged or lost while under control of the Department. The Committee recommends approval of \$251.99 for this claim.

18) Daniel Fox #388476 \$ 30.00

The claimant (10-SAB/DOC-532) requests \$30.00 reimbursement for his typewriter cover lost during transfer from one facility to another. The Committee recommends approval of this claim.

19) Daniel Fox #388476 \$400.00

The claimant (10-SAB/DOC-607) requests \$400.00 reimbursement for research material lost while under control of the Department. The Committee recommends denial of this claim.

23. DEPARTMENT OF CORRECTIONS continued

20) Kyle Gadson #261956 \$156.00

The claimant (10-SAB/DOC-531) requests \$156.00 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$124.80 for this claim.

21) Matthew Giacalone #711955 \$ 87.04

The claimant (10-SAB/DOC-538) requests \$87.04 reimbursement for his store bag lost while under control of the Department. The Committee recommends approval of this claim.

22) Robert Green #210296 \$ 65.00

The claimant (10-SAB/DOC-560) requests \$65.00 reimbursement for his watch ordered and never received. The Committee recommends approval of this claim.

23) Kajuan Hale #422506 \$365.00

The claimant (10-SAB/DOC-611) requests \$365.00 reimbursement for his personal property lost while under control of the Department. The Committee recommends approval of this claim.

24) Keith Harbin #217737 \$ 94.90

The claimant (10-SAB/DOC-565) requests \$94.90 reimbursement for his word processor damaged while under control of the Department. The Committee recommends approval of this claim.

25) Harold Hayes #432477 \$234.84

The claimant (10-SAB/DOC-520) requests \$234.84 reimbursement for his damaged TV and beard trimmers lost while under control of the Department. The Committee recommends denial of this claim.

26) Joseph Jackson #386701 \$ 96.50

The claimant (10-SAB/DOC-526) requests \$96.50 reimbursement for his TV lost during transfer from one facility to another. The Committee recommends approval of \$39.53 for this claim.

23. DEPARTMENT OF CORRECTIONS continued

27) Gary Jasper #323525 \$186.81

The claimant (10-SAB/DOC-548) requests \$186.81 reimbursement for his TV, cassette player, headphones, cord, and adapter stolen while under control of the Department. The Committee recommends denial of this claim.

28) Dwayne Jones #198841 \$268.00

The claimant (09-SAB/DOC-371) requests \$268.00 reimbursement for his typewriter lost while under control of the Department. The Committee recommends approval of \$26.80 this claim.

29) Janae' Jones #266195 \$ 30.84

The claimant (10-SAB/DOC-606) requests \$30.84 reimbursement for his beads, ponytail holders and copies lost while under control of the Department. The Committee recommends approval of \$28.44 for this claim.

30) Terry Katt #205725 \$ 21.00

The claimant (10-SAB/DOC-529) requests \$21.00 reimbursement for his radio stolen while under control of the Department. The Committee recommends denial of this claim.

31) Ward Mackey #642572 \$160.06

The claimant (10-SAB/DOC-610) requests \$160.06 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$130.26 for this claim.

32) left blank intentionally

23. DEPARTMENT OF CORRECTIONS continued33) Vince Mann #315357 \$153.53

The claimant (10-SAB/DOC-555) requests \$153.53 reimbursement for his footlocker and miscellaneous items lost while under control of the Department. The Committee recommends approval of this claim.

34) Dewayne McElrath #689694 \$ 25.41

The claimant (10-SAB/DOC-525) requests \$25.41 reimbursement for his store bag stolen while under control of the Department. The Committee recommends approval of this claim.

35) Kendrick Medlock #263845 \$ 40.00

The claimant (10-SAB/DOC-615) requests \$40.00 reimbursement for his address book lost while under control of the Department. The Committee recommends approval of this claim.

36) Christopher Melton #262022 \$ 25.09

The claimant (10-SAB/DOC-609) requests \$25.09 reimbursement for a watch he ordered and never received. The Committee recommends approval of this claim.

37) Kerry Miller #215071 \$ 6.75

The claimant (10-SAB/DOC-605) requests \$6.75 reimbursement for his padlock ordered and never received. The Committee recommends approval of this claim.

38) LaKisha Mims #601953 \$131.75

The claimant (10-SAB/DOC-444) requests \$131.75 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends approval of \$28.04 for this claim.

39) Stephen Morris #169772 \$159.00

The claimant (10-SAB/DOC-500) requests \$159.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of \$127.20 for this claim.

23. DEPARTMENT OF CORRECTIONS continued

40) Holly Patterson #717236 \$ 16.75

The claimant (09-SAB/DOC-394) requests \$16.75 reimbursement for her radio damaged by staff. The Committee recommends approval of this claim.

41) Gilberto Perez #418218 \$ 86.81

The claimant (10-SAB/DOC-585) requests \$86.81 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of \$54.72 for this claim.

42) Paula Perry #301824 \$ 40.55

The claimant (10-SAB/DOC-530) requests \$40.55 reimbursement for her hobby craft items lost while under control of the Department. The Committee recommends approval of \$61.95 for this claim.

43) David Pierce #266528 \$ 29.75

The claimant (10-SAB/DOC-551) requests \$29.75 reimbursement for his headphones lost while under control of the Department. The Committee recommends approval of this claim.

44) Jason Reniewicz #237662 \$ 27.81

The claimant (10-SAB/DOC-516) requests \$27.81 reimbursement for his beard trimmers lost while under control of the Department. The Committee recommends approval of \$20.18 for this claim.

45) David Repasky #354188 \$236.36

The claimant (10-SAB/DOC-558) requests \$236.36 reimbursement for his miscellaneous items lost while under control of the Department. The Committee recommends approval of this claim.

46) Heather Robinson #309247 \$ 42.36

The claimant (10-SAB/DOC-498) requests \$42.36 reimbursement for her clothing damaged at MSI laundry. The Committee recommends approval of this claim.

23. DEPARTMENT OF CORRECTIONS continued

47) David Robles #573481 \$149.00

The claimant (10-SAB/DOC-586) requests \$149.00 reimbursement for TV damaged during transfer from one facility to another. The Committee recommends approval of \$106.30 for this claim.

48) Gary Roddy #771257 \$ 18.20

The claimant (10-SAB/DOC-536) requests \$18.20 reimbursement for his clothing lost while under control of the Department. The Committee recommends approval of this claim.

49) Yolanda Salazar #246760 \$179.00

The claimant (10-SAB/DOC-553) requests \$179.00 reimbursement for her MP3 player and music lost while under control of the Department. The Committee recommends approval of \$179.32 for this claim.

50) James Sherman #164761 \$117.62

The claimant (10-SAB/DOC-564) requests \$117.62 reimbursement for his hobby craft order he never received. The Committee recommends approval of this claim.

51) David Sutherlin #271305 \$ 20.75

The claimant (10-SAB/DOC-336) requests \$20.75 reimbursement for his tape player lost while under control of the Department. The Committee recommends denial of this claim.

52) left blank intentionally

53) Grant Uribe #120475 \$ 38.56

The claimant (10-SAB/DOC-556) requests \$38.56 reimbursement for his alert bracelet lost while under control of the Department. The Committee recommends approval of this claim.

23. DEPARTMENT OF CORRECTIONS continued

54) Lewis West #491872 \$ 40.20

The claimant (10-SAB/DOC-614) requests \$40.20 reimbursement for his walkman radio/tape player lost while under control of the Department. The Committee recommends approval of \$20.07 for this claim.

55) Martese Wideman #231709 \$179.00

The claimant (10-SAB/DOC-511) requests \$179.00 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$114.56 for this claim.

56) Lonnie Williams #173279 \$ 35.57

The claimant (10-SAB/DOC-494) requests \$35.57 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends denial of this claim.

57) Gregory Willis #628877 \$129.32

The claimant (10-SAB/DOC-620) requests \$129.32 reimbursement for his MP3 player damaged during transfer from one facility to another. The Committee recommends approval of this claim.

24. DEPARTMENT OF STATE

1) Shirley Herron \$110.00

The claimant (10-SAB-124) requests \$110.00 reimbursement for towing and impound charges due to a Secretary of State error. The Committee recommends approval for this claim.

2) Bernard Jackson \$245.00

The claimant (10-SAB-173) requests \$245.00 reimbursement for towing and impound charges incurred due to a Secretary of State error. The Committee recommends denial for this claim.

24. DEPARTMENT OF STATE continued

3) Derek Moore \$510.00

The claimant (11-SAB-001) requests \$510.00 reimbursement for towing and impound charges due to a Secretary of State error. The Committee recommends approval for this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

The Director of the Department of Technology, 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 DTMB Director or designee.

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

1/20/2011 10:00 version

FINANCE AND CLAIMS COMMITTEE
January 25, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD
February 1, 2011, 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

1a. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|---|--|
| 1) | Michigan Public Health
Institute
Okemos, MI | \$ 1,843,494.00 Amendment
\$ 41,122,550.00 New Total
FY11 57.42% Federal Fund
29.53% General Fund
6.27% Recovery Act Fund
6.26% Restricted Fund
<i>See bid tab for list of funds</i>
0.52% Local Fund
Additional funds to one-year
grant agreement to provide
funding for and allocate grant
funding for various Community
Health projects |
|----|---|--|

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

SECTION VI - DTMB 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 Technology, 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 DTMB Director or designee.

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of January 25, 2011. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of January 25, 2011, be approved and adopted. The motion was supported by Mr. Frierson and unanimously approved.

APPROVED

February 01, 2011

February 1, 2011 No. 31

Michigan State
Administrative Board

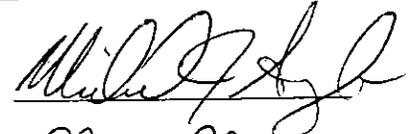
COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD

The Honorable Rick Snyder, 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 26, 2011. Those present
being:

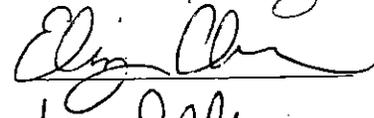
Chairperson: Mike Senyko, representing
Secretary of State Johnson

Approved



Member: Elizabeth Clement, representing
Lt. Governor Calley

Approved



Member: James Shell, representing
Attorney General Schuette

Approved



Others: Karen Maidlow, Cynthia Watson, Department of Natural Resources
and Environment; Sherry Bond, Janet Rouse, Department of
Technology, Management and Budget; Matthew Blackledge, Connie
Hanrahan, Jean Ingersoll, Chad Rajala, Anu Taneja, Karen Watson,
Department of Transportation

Mr. Senyko called the meeting to order.

The Department of Natural Resources and Environment, Mineral and Land
Management Section Agenda was presented.

Following discussion, Mr. Shell moved that the Department of Natural
Resources and Environment, Mineral and Land Management Section Agenda
be recommended to the State Administrative Board for approval.
Supported by Ms. Clement, the motion was unanimously adopted.

There was no Department of Natural Resources and Environment, Water
Resources Division Agenda presented.

The Department of Transportation Regular Agenda and Supplemental
Agenda were presented.

Ten percent over engineer's estimate justification letters were
received from the Department of Transportation regarding Items 57 and
67 of the Regular Agenda.

Transportation and Natural Resources Committee Report

January 26, 2011

Page 2

Following discussion, Mr. Shell moved that the Transportation Regular Agenda and Supplemental Agenda be recommended to the State Administrative Board for approval with the following:

1. Items 27, 28, 29, 30, 46, and 95 of the Regular Agenda withdrawn;
2. Items 3, 18, 20, 21, 22, 26, 31, and 39 of the Regular Agenda contingent upon approval by the Office of Commission Audit;
3. Items 20, 26, and 39 of the Regular Agenda contingent upon approval by the Department of Attorney General;
4. Item 78 of the Regular Agenda contingent upon receipt of the 10% over engineer's estimate justification; and
5. Items 6, 8, 10, 11, 12, 32, 33, 34, 35, 36, 37, 38, 41, 42, 57, 66, and 67 of the Regular Agenda contingent upon approval at the State Transportation Commission Meeting on 1/28/2011.

Supported by Ms. Clement, the motion was unanimously adopted.

The Department of Transportation Second Supplemental Agenda was presented.

Following discussion, Mr. Shell moved that the Transportation Second Supplemental Agenda be recommended to the State Administrative Board for approval with the following:

1. Items 1 and 2 of the Second Supplemental Agenda contingent upon approval by the Office of Commission Audit;
2. Items 1 and 2 of the Second Supplemental Agenda contingent upon approval by the Department of Attorney General; and
3. Item 2 of the Second Supplemental Agenda contingent upon the Agenda writeup being corrected.

Supported by Ms. Clement, the motion was unanimously adopted.

Mr. Senyko adjourned the meeting.

At the State Administrative Board meeting on February 1, 2011, Items 3, 13, 14, 15, 16, 17, 20, 39, and 69 of the regular agenda were withdrawn by the Department of Transportation.

A G E N D A

DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT
MINERAL AND LAND MANAGEMENT SECTION ITEMS FOR THE

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - January 26, 2011 - 3:30 P.M.
State Administrative Board Meeting - February 1, 2011 - 11:00 A.M.

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

MINERAL LEASE

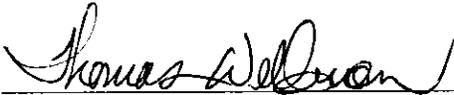
1. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Oil and gas lease rights to 0.20 acre, more or less, of Department of Natural Resources and Environment state-owned mineral rights located in Section 2, T05S, R02E, Cambridge Township, Lenawee County, have been requested by West Bay Exploration Company, of Traverse City, Michigan

Terms: One-year term, two one-year extension options, 3/16 royalty, \$700.00 flat bonus consideration, and \$5.00 flat minimum annual rent.

The Chief of Forest Management Division approved Item 1 on January 12, 2011. The form of legal documents involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources and Environment

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



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF NATURAL RESOURCES & ENVIRONMENT
LANSING

February 1, 2011 No. 34



January 11, 2011

TO: Lynne M. Boyd, Chief, Forest Management Division

Transaction: One Direct Oil and Gas Lease, Nondevelopment, in Lenawee County.

Authority: Part 5, Department of Natural Resources, Section 502, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended.

Applicant: West Bay Exploration Company, of Traverse City, Michigan.

Jurisdiction: Department of Natural Resources and Environment (DNRE), state-owned oil and gas rights.

Mineral Description: Lot 174, Fifth Addition to Oak Shade Park, Section 2, T05S, R02E, Cambridge Township, Lenawee County, containing 0.20 acre, more or less.

Drilling Type/Unit: Proposed 80-acre voluntarily pooled Trenton/Black River drilling unit comprised of the N1/2 SE1/4, Section 2, T05S, R02E, Cambridge Township, Lenawee County (see attached map).

Lease Terms: One-year term, two one-year extension options, 3/16 royalty, \$700.00 flat bonus consideration, and \$5.00 flat minimum annual rental.

Special Restrictions: Nondevelopment.

Notice: Notice was published in The Daily Telegram on November 23, 2010. This item appeared on the January 4, 2011 DNRE Business Calendar, and is eligible for approval on January 11, 2011.

Recommendation: The nondevelopment lease be issued to the applicant pursuant to the above terms, conditions, and restrictions.

Thomas Wellman, Manager
Mineral and Land Management Section

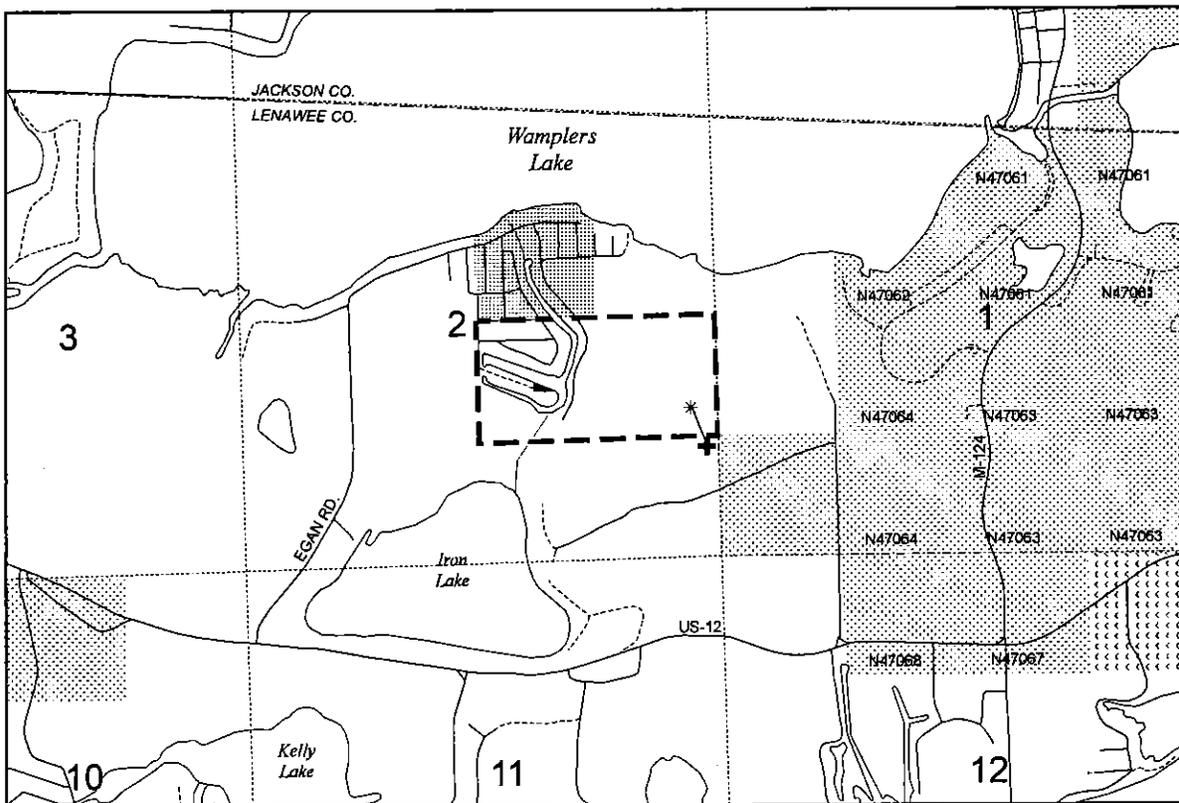
I approve the staff recommendations.

Lynne M. Boyd, Chief
Forest Management Division

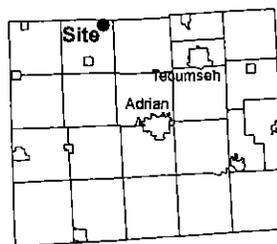
1/12/11
Approval Date

DIRECT OIL AND GAS LEASE - NONDEVELOPMENT

West Bay Exploration Company
 Proposed 80-Acre Voluntarily Pooled Trenton/Black River Drilling Unit
 N1/2 SE1/4 Section 2, T05S, R02E
 Cambridge Township, Lenawee County



- State-owned DNRE oil and gas rights requested for lease (0.20 acre, more or less)
 Note: Requested parcel not drawn to scale
- Proposed 80-acre Voluntarily Pooled Trenton/Black River Drilling Unit
- * Permitted well bottom hole location
- + Proposed well site surface location
- Mineral and surface ownership
- Mineral ownership
- Mixed ownership
- Surface ownership



LENAWEE COUNTY

N
↑
 DNRE-FMD
 Mineralswest_bay_exploration
 104jan11_lease.mxd
 01-05-11, 4:30 pm

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 26, 2011 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: February 1, 2011 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. **AERONAUTICS AND FREIGHT (Aeronautics) – Conduct of Airport Master Plan Study**
Contract (2011-0087) between MDOT and the City of Charlevoix will provide federal and state grant funds for the conduct of an airport master plan study (phase 2) at the Charlevoix Municipal Airport in Charlevoix, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. The estimated project amount will be \$167,509. Source of Funds: FAA Funds - \$159,134; State Restricted Aeronautics Funds - \$4,187; City of Charlevoix Funds - \$4,188.

Criticality: Conducting the master plan study will help the airport to determine future airport requirements and planning needs.

Purpose/Business Case: To provide for the conduct of an airport master plan study (phase 2).

Benefit: Will allow the airport to comply with current FAA standards and guidelines.

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

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49720.

2. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work

Authorization (58066-111409) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the upgrade of railroad warning devices at the grade crossings of East Elm Avenue and Franklin Street in Monroe, Michigan, with associated work at five adjacent crossings. 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. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Monroe and approved on July 8, 2009. The project cost is estimated at \$2,327,171. Source of Funds: Federal Highway Administration (FHWA) Funds - \$1,396,302.60; FY 2011 State Restricted Trunkline Funds - \$930,868.40.

Criticality: In July 2009, members of a review team determined that safety enhancements needed to be made at these crossings to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the upgrade of railroad warning devices at the existing grade crossings of East Elm Avenue and Franklin Street in Monroe, Michigan, with associated work at five adjacent crossings.

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

Funding Source: FHWA Funds - \$1,396,302.60; FY 2011 State Restricted Trunkline Funds - \$930,868.40.

Commitment Level: The authorization cost is based on NS'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 NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the City of Monroe.

Selection: N/A.

New Project Identification: These are upgrades to existing crossings.

Zip Code: 48162.

3. HIGHWAYS - IDS Engineering Services

Authorization (Z28) under Contract (2009-0426) between MDOT and Tetra Tech of Michigan, P.C., will provide for the performance of road design survey services, including environmental assessment and noise analysis work, for proposed road and bridge improvements along I-75 from Dixie Highway to Janes Road in Saginaw County (CS 73111 - JN 107497). The proposed improvements will reduce congestion and user delays and improve safety and mobility along the I-75 corridor. The authorization will be in effect from the date of award through May 5, 2012. The authorization amount will be \$662,586.74. The contract term is May 6, 2009, through May 5, 2012. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The environmental assessment must be approved by the FHWA before any design or construction work can begin. During the summer tourism season, motorists traveling north and south along I-75 experience congestion and delays. The road and bridge improvements will reduce user delays and improve mobility along the corridor.

Purpose/Business Case: To provide for the performance of road design survey services, including environmental assessment and noise analysis work, for proposed road and bridge improvements along I-75 from Dixie Highway to Janes Road in Saginaw County.

Benefit: Approval of the environmental assessment will allow the proposed road and bridge improvements along I-75 to move forward. The project will reduce congestion and user delays and improve safety and mobility along the I-75 corridor.

Funding Source: 81.85% FHWA Funds and 18.15% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization is not approved and the services are not provided, the environmental document cannot be completed and submitted to the FHWA for approval and the project cannot move forward. Delaying the design and construction of the project would delay the anticipated improvements in safety and mobility along the I-75 corridor.

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 Codes: 48601 and 48602.

4. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2010-0210) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for as-needed office technician services to be performed for the Grand Rapids Transportation Service Center (TSC) service area in Kent and Ottawa Counties. The work will include the preparation of project records and documentation for assigned projects. The authorization will be in effect from the date of award through May 4, 2013. The authorization amount will be \$298,548.21. The contract term is May 5, 2010, through May 4, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The as-needed vendor office technician services will allow the Grand Rapids TSC to fulfill construction oversight needs that are required to ensure that all federal and state guidelines are being met so that federal funding is not jeopardized.

Purpose/Business Case: To provide for as-needed office technician services to be performed for the Grand Rapids TSC service area in Kent and Ottawa Counties. The work will include the preparation of project records and documentation for assigned projects.

Benefit: Will ensure that project documentation for the construction projects is up to current MDOT standards.

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

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

Risk Assessment: If this authorization is not approved and the services are not performed, project documentation for construction projects in the Grand Rapids TSC service area may not meet current standards and federal funding could be lost.

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: 49504.

5. HIGHWAYS – IDS Engineering Services

Authorization (Z1) under Contract (2010-0525) between MDOT and HH Engineering, Ltd., will provide for design services to be performed for the reconstruction of the I-94 business loop (BL) from east of 11th Street to Seneca Lane in the City of Kalamazoo, Kalamazoo County (CS 39041 - JN 102995C). The work items will include preparing required plans, maintaining traffic and construction staging plans, permanent non-freeway signing plans, and pavement marking plans; performing drainage studies; and solving any problems that may arise during the construction of the project. The authorization will be in effect from the date of award through October 19, 2013. The authorization amount will be \$428,414.34. The contract term is October 20, 2010, through October 19, 2013. Source of Funds: Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Approval of this project is critical as the pavement is deteriorating and needs to be upgraded to current federal/state standards.

Purpose/Business Case: To provide for design services to be performed for the reconstruction of the I-94BL from east of 11th Street to Seneca Lane in the City of Kalamazoo, Kalamazoo County.

Benefit: The project will improve public safety, provide safer public access, and reduce increasing maintenance costs that continue to rise due to the condition of the roadway.

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

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

Risk Assessment: If the authorization is not approved and the work is not performed, the pavement will continue to deteriorate and could become unsafe. The aging pavement will continue to break down, and unsafe driving conditions could result.

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: 49009.

6. HIGHWAYS - Participation for Local Preliminary Engineering Services

Amendatory Contract (2010-5269) between MDOT and the Road Commission for Oakland County will provide for funding participation in the following activities:

The development of contract documents for design/build interchange reconstruction work at Highway M-59 and Crooks Road and widening at structure S06 of 63043, which carries Crooks Road over Highway M-5.

The purpose of this amendment is to provide for the revision of the scope and the cost of the project.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$240,000	\$480,000	\$720,000
State Restricted Trunkline Funds	\$ 60,000	\$120,000	\$180,000
Total Funds	<u>\$300,000</u>	<u>\$600,000</u>	<u>\$900,000</u>

DPN 63043 - 34242

No Letting

Criticality: Without this amendment, the description of the project work would be inaccurate due to changes occurring since the original agreement was executed.

Purpose/Business Case: To amend the original contract to provide for a change in the project scope and a corresponding increase in cost.

Benefit: Will provide for payment for a design/build project at the interchange of Highway M-59 and Crooks Road.

Funding Source: Federal Highway Administration Funds and State Trunkline and Bridge Funds.

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

Risk Assessment: Without this amendment, work begun on this project would not be completed.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48309.

7. HIGHWAYS - Participation for Local Agency Construction Contract

Amendatory Contract (2010-5771) between MDOT and the Village of Clinton will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

PART A

Hot mix asphalt paving work along Tecumseh-Clinton Road from approximately 350 feet north of Macon Road to approximately 265 feet south of Franklin Street and from approximately 290 feet north of Franklin Street to Michigan Avenue (Highway US-12), including concrete curb, pavement removal, aggregate base, and storm sewer work.

PART B

Watermain and sanitary sewer work along Tecumseh-Clinton Road from approximately 350 feet north of Mason Road to approximately 265 feet south of Franklin Street and from approximately 290 feet north of Franklin Street to Michigan Avenue (Highway US-12).

PART C

Passing flare and bicycle lane reestablishment work along Tecumseh-Clinton Road from approximately 265 feet south of Franklin Street to approximately 290 feet north of Franklin Street.

PART D

Watermain and sanitary sewer work along Tecumseh-Clinton Road from approximately 265 feet south of Franklin Street to approximately 290 feet north of Franklin Street.

PART E

Hot mix asphalt paving work along Tecumseh-Clinton Road from approximately 2,520 feet south of Macon Road to approximately 350 feet north of Macon Road.

PART F

Watermain and sanitary sewer work along Tecumseh-Clinton Road from approximately 2,520 feet south of Macon Road to approximately 350 feet north of Macon Road.

The purpose of this amendment is to provide for the maximum amount (\$600,000) of State TED Funds to be applied to the eligible items of the Part E portion of the project cost. No changes are being made to the Part A, B, C, D, or F portions of the project.

Criticality: This project was let in July 2010. Delaying this amendment would keep MDOT from providing the intended degree of financial assistance to the Village for the Part E portion of the project.

Purpose/Business Case: To amend the original contract to provide for a maximum amount of State TED Funds to be applied to the eligible items of the Part E portion of the project.

Benefit: Having a maximum will allow MDOT to provide the intended degree of financial assistance to the Village for the Part E portion of the project.

Funding Source: State TED Funds and Village of Clinton Funds for Part E.

Commitment Level: 80% state up to \$600,000 and the balance by Village of Clinton for Part E.

Risk Assessment: Without this amendment, the Village may receive financial assistance for the Part E portion of the project in excess of the amount that MDOT intended to provide.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49236.

8. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5793) between MDOT and the Road Commission for Oakland County will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

Bridge reconstruction work for the structure that carries Silverbell Road over the tracks of the Grand Trunk Western Railroad Company.

Estimated Funds:

State Restricted TED Funds	\$2,880,000
Road Commission for Oakland County Funds	\$ 720,000
Total Funds	<u>\$3,600,000</u>

EDA 63522 - 110795

Local Letting

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

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

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

Funding Source: State TED Funds and Road Commission for Oakland County Funds.

Commitment Level: 80% state up to \$2,880,000 and the balance by the Road Commission for Oakland County; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing structure.

Zip Code: 48360.

9. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2010-5794) between MDOT and the Saginaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

Reconstruction work at the following locations:

- Intersection of Orr Road and Geddes Road
- Intersection of Geddes Road and Hemlock Semiconductor entrance
- Intersection of Geddes Road and Graham Road
- Geddes Road from Graham Road to Thomas Road
- Geddes Road from Thomas Road to Miller Road
- Intersection of Orr Road and Gratiot Road (Highway M-46)
- Intersection of Orr Road and Hemlock Semiconductor entrance

The purpose of this amendment is to provide for the removal of the reconstruction work along Orr Road from Gratiot Road (Highway M-46) to Geddes Road and the increase in the maximum amount of State TED Funds from \$3,047,000 to \$3,578,516 to be applied to the eligible items of the project cost to accommodate higher than expected bid amounts. The estimated cost of the construction phase of the project reflects the maximum amount in which the state will participate. This contract is for the construction portion only. When the project is complete, the remaining local minimum match of \$1,120,150 will be met through a combination of local participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering.

Estimated Funds:

State Restricted TED Funds	\$3,578,516
Saginaw County Road Commission Funds	<u>\$ 487,979</u>
Total Funds	<u>\$4,066,495</u>

EDA 73522 – 103156
 Amendment

Criticality: This project was let in 2009. Delaying this amendment would keep MDOT from providing the intended degree of financial assistance to the County for the project.

Purpose/Business Case: To amend the original contract to remove reconstruction work for a segment of roadway from the project and increase the maximum amount of State TED Funds to be applied to the eligible items of the project.

Benefit: These changes allow the County and MDOT to pay for their intended shares of the project.

Funding Source: State TED Funds and Saginaw County Road Commission Funds.

Commitment Level: 88% state up to \$3,578,516 and the balance by Saginaw County Road Commission.

Risk Assessment: Without this amendment, the project will not receive the correct amount of financial assistance that MDOT intended to provide.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48626.

10. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5801) between MDOT and the Schoolcraft County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Sealcoat work along County Road 453 from County Road 437 to Highway M-149.

Estimated Funds:

State Restricted TED Funds	\$42,182
FHWA Category D Funds	\$32,808
FHWA STP – Rural Funds	<u>\$18,748</u>
Total Funds	<u>\$93,738</u>

EDDF 75555 - 110804

Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State TED Funds.

Commitment Level: 55% federal; 45% state.

Risk Assessment: Without this contract, there could be a loss of development opportunities.

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49836.

11. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2010-5802) between MDOT and the Schoolcraft County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development Category D Funds, which are allocated for Local Agency projects (State Restricted TED Funds), Federal Highway Administration Equity Bonus Funds designated by Act 51 of the Public Acts of 1951 as Transportation Economic Development Category D Funds for Local Agency projects (FHWA Category D Funds), and Federal Highway Administration Surface Transportation Program – Rural Funds designated for Local Agency projects (FHWA STP – Rural Funds):

Aggregate surface course work along County Road 447 from Highway M-77 easterly approximately 0.3 miles.

Estimated Funds:

State Restricted TED Funds	\$41,962
FHWA Category D Funds	\$32,637
FHWA STP – Rural Funds	<u>\$18,650</u>
Total Funds	<u>\$93,249</u>

EDDF 75555 - 106196
Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State TED Funds.

Commitment Level: 55% federal; 45% state.

Risk Assessment: Without this contract, there could be a loss of development opportunities.

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49836.

12. HIGHWAYS - Participation for Local Agency Contract
Contract (2010-5806) between MDOT and the Road Commission for Oakland County will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, equipment management, and “Fast-Trac” traffic system management work.

Estimated Funds:

Federal Highway Administration Funds	<u>\$2,100,000</u>
Total Funds	<u>\$2,100,000</u>

CMG 63400 - 112121
No Letting

Criticality: The funding is being used in conjunction with this project to improve air quality by minimizing traffic congestion and delays. Delaying this project would adversely affect Michigan’s goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants.

Purpose/Business Case: To provide for the operation and maintenance of a traffic system management center.

Benefit: Continued maintenance of system whose intent is to maximize efficiency of traffic operations and increase safety.

Funding Source: Federal Congestion Mitigation and Air Quality Funds.

*Denotes a non-standard contract/amendment

Commitment Level: \$2,100,000 not to exceed 100% federal and the balance, if any, by the Road Commission for Oakland County.

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

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

Selection: N/A.

New Project Identification: Continued maintenance of existing traffic management system.

Zip Code: 48341.

13. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0005) between MDOT and Alfred Benesch & Company will provide for bridge load rating analysis to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$799,988.02. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

14. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0007) between MDOT and Wilcox Professional Services, LLC, will provide for bridge load rating analysis for standard structures to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$799,999.22. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

*Denotes a non-standard contract/amendment

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

15. HIGHWAYS - IDS -Engineering Services

Authorization (Z1) under Contract (2011-0008) between MDOT and Williams & Works, Inc., will provide for bridge load rating analysis for standard structures to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013.

The authorization amount will be \$799,460.70. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

*Denotes a non-standard contract/amendment

16. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0009) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for bridge load rating analysis for standard structures to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$799,988.98. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0010) between MDOT and Bergmann Associates, Inc., will provide for bridge load rating analysis for standard structures to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$799,979.74. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2011-0048) between MDOT and Surveying Solutions, Inc., will provide for as-needed construction staking services to be performed for road and bridge construction projects administered by the Grand Rapids Transportation Service Center (TSC) at various locations in Kent and Ottawa Counties. The work items will include right-of-way staking, establishment of horizontal and vertical alignments, and bridge structure surveys. The authorization will be in effect from the date of award through December 8, 2013. The authorization amount will be \$168,819.10. The contract term is December 9, 2010, through December 8, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The construction staking services will help to ensure that the highway construction projects are completed in accordance with state and federal guidelines.

Purpose/Business Case: To provide for as-needed construction staking services to be performed for road and bridge construction projects in the Grand Region administered by the Grand Rapids TSC.

Benefit: Will provide construction staking services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

Risk Assessment: If this authorization is not approved, the projects may not have adequate construction oversight, including construction staking, which could result in substandard work.

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: 49504.

19. HIGHWAYS – IDS Engineering Services

Authorization (Z1) under Contract (2011-0051) between MDOT and Tyme Engineering, Inc., will provide for full construction engineering services to be performed for the installation of and upgrades to dynamic message signs in Macomb, Oakland, and Wayne Counties, Metro Region (CS 84917 – JN 108732A). The work items will include project administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The authorization will be in effect from the date of award through December 8, 2013. The authorization amount will be \$151,994.66. The contract term is December 9, 2010, through December 8, 2013. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Construction engineering services are critical to the successful completion of MDOT projects. The consultant will ensure that the construction project meets all federal and state requirements.

Purpose/Business Case: To provide for full construction engineering services to be performed for the installation of and upgrades to dynamic message signs in Macomb, Oakland, and Wayne Counties, Metro Region.

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: 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 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 services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

20. *HIGHWAYS – Statewide Asset Management Study

Contract (2011-0052) between MDOT and Dye Management Group, Inc., will provide for the conduct of a survey of road agencies throughout the state to determine the cost per mile for a comprehensive list of activities, including basic operations, routine maintenance, and capital preventive maintenance. The information will be used to develop estimates of current and future costs of operating and maintaining public roadway facilities in Michigan. The contract will be in effect from the date of award through February 28, 2012. The contract amount will be \$249,925.24. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will identify the average cost per mile to maintain public roadway facilities in Michigan in fair to good condition. This information will help state and local road agencies and decision makers to make effective use of limited transportation funding.

Purpose/Business Case: To provide for the conduct of a survey of road agencies throughout the state to determine the cost per mile for a comprehensive list of activities, including basic operations, routine maintenance, and capital preventive maintenance, and the development of estimates of current and future costs of operating and maintaining public roadway facilities in Michigan.

Benefit: This project will identify the average cost per mile to maintain Michigan roads in fair to good condition. Material will be developed to communicate to state and local decision makers and the public the financial resources needed to efficiently and effectively manage Michigan's public roadway facilities now and in the future.

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

*Denotes a non-standard contract/amendment

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

Risk Assessment: If this contract is not approved, state and local road agencies and decision makers will not have a system to determine the cost per mile to maintain public roadway facilities, and an opportunity will be lost to identify the funding needed to preserve assets at different performance levels.

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: Best value.

New Project Identification: This is a new project.

Zip Code: 48909.

21. *HIGHWAYS - Construction Engineering Services

Contract (2011-0058) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed for the rehabilitation of M-59 from Opdyke Road to Crooks Road, Oakland County (CS 63043 – JNs 55658A and 103568A). The work items will include project administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$1,370,326.27. The contract will be in effect from the date of award through December 31, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% 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 M-59 from Opdyke Road to Crooks Road, 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: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization 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: 48342.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0076) between MDOT and Fleis & VandenBrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed for the Grand Rapids Transportation Service Center (TSC) at various locations in Kent and Ottawa Counties. Work items will include inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through the expiration date of the contract. The authorization amount will be \$576,381.63. The contract will be in effect from the date of award through three years. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for projects in the Grand Region administered by the Grand Rapids TSC.

Benefit: Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

Risk Assessment: If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

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: 49504.

23. *HIGHWAYS – Construction Staking Services

Contract (2011-0088) between MDOT and Spalding DeDecker Associates, Inc., will provide for as-needed construction staking services to be performed at various locations in the Port Huron Transportation Service Center (TSC) service area for improvements to freeways I-94 and I-69 associated with the Blue Water Bridge Plaza Project, St. Clair County. The work items will include right-of-way staking, establishment of horizontal and vertical controls and bench marks, and documentation of field notes. The contract will be in effect from the date of award through January 17, 2014. The contract amount will be \$1,170,630.73. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The as-needed construction staking services are necessary for the the successful completion of improvements to freeways I-94 and I-69 associated with the Blue Water Bridge Plaza Project.

Purpose/Business Case: To provide for as-needed construction staking services to be performed at various locations in the Port Huron TSC service area for improvements to freeways I-94 and I-69 associated with the Blue Water Bridge Plaza Project (Contract 1). The construction staking services will ensure accuracy and compliance with contract documents; resolve any plan errors, discrepancies, or omissions; and establish horizontal and vertical control points and bench marks.

Benefit: The construction staking services will reduce the risk of mistakes in the construction of the roadway improvement projects by providing for accurate markings of alignments and elevations and for reviews of the completed construction projects for accuracy and compliance with plans.

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: Inability to establish proper alignments and vertical controls could result in unsuccessful projects with high cost overruns.

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.

24. *HIGHWAYS – Construction Staking Services

Contract (2011-0089) between MDOT and Surveying Solutions, Inc., will provide for as-needed construction staking services to be performed at various locations in the Port Huron Transportation Service Center (TSC) service area for improvements to bridges along I-94 and I-69 associated with the Blue Water Bridge Plaza Project, St. Clair County. The work items will include right-of-way staking, establishment of horizontal and vertical controls and bench marks, and documentation of field notes. The contract will be in effect from the date of award through January 17, 2014. The contract amount will be \$732,938.16. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The as-needed construction staking services are necessary for the the successful completion of improvements to bridges along I-94 and I-69 associated with the Blue Water Bridge Plaza Project.

Purpose/Business Case: To provide for as-needed construction staking services to be performed at various locations in the Port Huron TSC service area for improvements to bridges along I-94 and I-69 associated with the Blue Water Bridge Plaza Project (Contract 1). The construction staking services will ensure accuracy and compliance with contract documents; resolve any plan errors, discrepancies, or omissions; and establish horizontal and vertical control points and bench marks.

Benefit: The construction staking services will reduce the risk of mistakes in the construction of the bridge improvement projects by providing for accurate markings of alignments and elevations and for reviews of the completed construction projects for accuracy and compliance with plans.

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: Inability to establish proper alignments and vertical controls could result in unsuccessful projects with high cost overruns.

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.

25. HIGHWAYS - IDS Engineering Services

Contract (2011-0090) between MDOT and Metro Consulting Associates, PLLC, 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.

26. *HIGHWAYS – Design Services

Contract (2011-0091) between MDOT and URS Corporation Great Lakes will provide for as-needed design services during construction to be performed for the reconstruction of the I-94/I-69 Black River Bridge in Port Huron Township, St. Clair County (CS 77111 – JNs various). The work items will include plan revisions to incorporate any unforeseen conditions that may arise in the field, modification of staging plans to meet construction schedule revisions, and verification of substitutions or changes by the contractor. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$225,359.57. Source of Funds: 88.50% Federal Highway Administration Funds and 11.50% State Restricted Trunkline Funds.

*Denotes a non-standard contract/amendment

Criticality: The consultant will provide timely design assistance for problems that may arise during the construction of the project.

Purpose/Business Case: To provide for as-needed design services during construction to be performed for the reconstruction of the I-94/I-69 Black River Bridge in Port Huron Township, St. Clair County.

Benefit: The consultant will provide necessary design services during construction to resolve any unforeseen problems that may arise and provide for the timely verification of substitutions or changes.

Funding Source: 88.50% Federal Highway Funds and 11.50% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization is not approved, timely design assistance for problems that may arise during construction may not be provided.

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.

New Project Identification: This is not a new project. It is an existing highway reconstruction with a capacity increase.

Zip Code: 48075.

27. *HIGHWAYS (Maintenance) – Addition of Unemployment Cost Reimbursement Provision

Amendatory Contract (2009-0513/A1) between MDOT and the Board of County Road Commissioners of the County of Benzie will add a provision for partial reimbursement of unemployment costs associated with the hiring of seasonal workers. The new provision will allow the County to participate in a pilot program in which unemployment costs are based on a predetermined formula. The original contract provides for the performance of state trunkline maintenance in Benzie County. The contract term remains unchanged, October 1, 2009, through September 30, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This amendment will allow the County to be reimbursed for seasonal unemployment costs based on a predetermined formula.

Purpose/Business Case: To provide a means for reimbursement of costs associated with unemployed seasonal workers.

Benefit: The amendment will add a reimbursement provision that is consistent with municipal and county maintenance reimbursement practices.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. 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 SAB Resolution (2005-2).

Risk Assessment: If the amendment is not approved, the reimbursement for costs associated with unemployed seasonal workers will not be consistent with municipal and county reimbursement practices, and the County may pay additional costs.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49849.

*Denotes a non-standard contract/amendment

28. *HIGHWAYS (Maintenance) – Addition of Unemployment Cost Reimbursement Provision
Amendatory Contract (2009-0528/A1) between MDOT and the Board of County Road Commissioners of the County of Grand Traverse will add a provision for partial reimbursement of unemployment costs associated with the hiring of seasonal workers. The new provision will allow the County to participate in a pilot program in which unemployment costs are based on a predetermined formula. The original contract provides for the performance of state trunkline maintenance in Grand Traverse County. The contract term remains unchanged, October 1, 2009, through September 30, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This amendment will allow the County to be reimbursed for seasonal unemployment costs based on a predetermined formula.

Purpose/Business Case: To provide a means for reimbursement of costs associated with unemployed seasonal workers.

Benefit: The amendment will add a reimbursement provision that is consistent with municipal and county maintenance reimbursement practices.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. 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 SAB Resolution (2005-2).

Risk Assessment: If the amendment is not approved, the reimbursement for costs associated with unemployed seasonal workers will not be consistent with municipal and county reimbursement practices, and the County may pay additional costs.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49849.

29. *HIGHWAYS (Maintenance) – Addition of Unemployment Cost Reimbursement Provision
Amendatory Contract (2009-0545/A1) between MDOT and the Board of County Road Commissioners for the County of Marquette will add a provision for partial reimbursement of unemployment costs associated with the hiring of seasonal workers. The new provision will allow the County to participate in a pilot program in which unemployment costs are based on a predetermined formula. The contract term remains unchanged, October 1, 2009, through September 30, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This amendment will allow the County to be reimbursed for seasonal unemployment costs based on a predetermined formula.

Purpose/Business Case: To provide a means for reimbursement of costs associated with unemployed seasonal workers.

Benefit: The amendment will add a reimbursement provision that is consistent with municipal and county maintenance reimbursement practices.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. 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 SAB Resolution (2005-2).

Risk Assessment: If the amendment is not approved, the reimbursement for costs associated with unemployed seasonal workers will not be consistent with municipal and county reimbursement practices, and the County may pay additional costs.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49849.

*Denotes a non-standard contract/amendment

30. *HIGHWAYS (Maintenance) – Addition of Unemployment Cost Reimbursement Provision
 Amendatory Contract (2009-0558/A1) between MDOT and the Board of County Road Commissioners of the County of Ontonagon will add a provision for partial reimbursement of unemployment costs associated with the hiring of seasonal workers. The new provision will allow the County to participate in a pilot program in which unemployment costs are based on a predetermined formula. The original contract provides for the performance of state trunkline maintenance in Ontonagon County. The contract term remains unchanged, October 1, 2009, through September 30, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This amendment will allow the County to be reimbursed for seasonal unemployment costs based on a predetermined formula.

Purpose/Business Case: To provide for reimbursement of costs associated with unemployed seasonal workers.

Benefit: The amendment will add a reimbursement provision that is consistent with municipal and county maintenance reimbursement practices.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. 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 SAB Resolution (2005-2).

Risk Assessment: If the amendment is not approved, the reimbursement for costs associated with unemployed seasonal workers will not be consistent with municipal and county reimbursement practices, and the County may pay additional costs.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49849.

31. *MACKINAC BRIDGE AUTHORITY – Increase Services and Amount, Extend Time
 Amendatory Contract (2008-0166/A2) between the Mackinac Bridge Authority and KTA-Tator, Inc., will provide for the performance of additional bridge painting inspection services, will increase the contract amount by \$244,993.15, and will extend the contract term by nine months. The additional inspection services are needed because the construction contract was extended. The original contract provides for the bridge painting inspection services to be performed during the cleaning and coating of existing structural steel on the north side span of the Mackinac Bridge in Mackinac and Emmett Counties (CS 86000 – JN M00215). The revised contract term will be April 9, 2008, through November 1, 2011. The revised contract amount will be \$929,864.03. 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 project is one of several needed to accomplish this. The consultant will ensure that the project is constructed properly and that the contractor follows all applicable specifications and standards. This amendment will provide for the additional inspection services required because of the extension of the construction contract. Damages will be sought due to contractor delays.

Purpose/Business Case: This amendment will provide additional bridge painting inspection services for the cleaning and coating of existing structural steel on the north side span of the Mackinac Bridge.

Benefit: This amendment will provide necessary additional inspection services to ensure compliance with plans and specifications. The project will remove the original lead-based paint and 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: If this amendment is not approved, the project may lack adequate inspection and the quality of the work on the bridge could be substandard. State and federal regulations may not be met.

*Denotes a non-standard contract/amendment

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: 49781.

32. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z25/R5) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Oakland, Wayne, Macomb, and Monroe Counties, will reduce state funding by \$447, add local funding of \$447, and extend the authorization term by one year to provide sufficient time for SMART to complete a bus purchase (12 days retroactive). The additional time is needed to allow SMART to combine the balance of this grant with another grant to fund the purchase of one bus that will not be delivered until after the project authorization's current expiration date. Local funds are being added because the remaining state matching funds must be reduced in accordance with a special legislative provision that requires Comprehensive Transportation funds to be reduced from a 20 percent match to a 15 percent match for revenue vehicles unobligated five years after federal approval. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be from July 21, 2004, through July 20, 2009, and from December 3, 2009, through January 20, 2012. No costs will be incurred between July 20, 2009, and December 3, 2009. The authorization amount remains unchanged at \$1,218,733. 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 - \$974,986; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$243,300; SMART Funds - \$447.

Criticality: This revision will allow SMART to continue with the procurement of buses that are needed to replace buses that have reached the ends of their useful lives and to ensure passenger safety.

Purpose/Business Case: To reduce state funding, add local funding, and extend the authorization term by one year to provide sufficient time for SMART to complete the acquisition of vehicles.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$974,986; FY 2002 and FY 2006 State Restricted Comprehensive Transportation Funds - \$243,300; SMART Funds - \$447.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

33. PASSENGER TRANSPORTATION – Time Extension

Amendatory Contract (2006-0100/A4) between MDOT and the Beaver Island Transportation Authority (BITA) will extend the contract term by one year to provide sufficient time for BITA to complete the architectural and engineering plans for a new vessel. In addition, funding will be moved from the terminal upgrade and the terminal support line items to cover the higher than anticipated costs for the architectural and engineering plans. BITA needs additional time to complete the process of planning and securing a naval architect to complete the plans for the new vessel. The revised contract term will be from February 10, 2006, through February 9, 2009, and from April 10, 2009, through February 9, 2012. No costs will be incurred between February 9, 2009, and April 10, 2009. The contract amount remains unchanged at \$297,875. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$268,088; BITA Funds - \$29,787.

Criticality: Approval of this amendment will allow BITA to complete the process of securing a naval architect to provide plans for a new vessel.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for BITA to secure plans for a new vessel and to adjust funding among line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$268,088; BITA Funds - \$29,787.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, funding for an additional vessel could be lost.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49782.

34. PASSENGER TRANSPORTATION – Section 5307 Program

Project Authorization Revision (Z12/R1) under Master Agreement (2007-0162) between MDOT and the Ann Arbor Transportation Authority (AATA) will reduce the authorization amount by \$800,000 in federal funds and \$200,000 in state funds to match the approved federal grant. The authorization amount will be reduced because the park and ride lot portion of the project will now be funded with American Recovery and Reinvestment Act of 2009 funds. The original authorization provides state matching funds for AATA's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 17, 2008, through September 16, 2011. The revised authorization amount will be \$4,177,000. The toll credit amount remains unchanged at \$562,400. 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 - \$3,904,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$273,000.

Criticality: This revision will reduce the authorization amount to be consistent with the approved federal grant amount.

Purpose/Business Case: To reduce the dollar amount of the authorization by \$1,000,000 to match the approved federal grant amount.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,904,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$273,000.

Commitment Level: Authorization amount is based on cost estimates.

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

*Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48104.

35. PASSENGER TRANSPORTATION – Marine Capital

Project Authorization Revision (Z2/R1) under Master Agreement (2007-0172) between MDOT and the Beaver Island Transportation Authority (BITA) will extend the authorization term by 15 months to provide sufficient time for BITA to complete the repowering of its marine vessel. Periodic repowering is required by the Coast Guard, and the next repowering is due in December 2011. The vessel will be removed from service to complete the repairs and will be back in service for passenger transportation by April 2012. The revised authorization term will be February 7, 2008, through May 6, 2012. The authorization amount remains unchanged at \$222,222. 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: FY 2008 State Restricted Comprehensive Transportation Funds - \$200,000; BITA Funds - \$22,222.

Criticality: Approval of this amendment will allow BITA to complete the process of repowering the vessel on the proper maintenance schedule to extend the life of the vessel.

Purpose/Business Case: To extend the authorization term by 15 months to provide sufficient time for BITA to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds - \$200,000; BITA Funds - \$22,222.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of ferry service and damage to the vessel.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49782.

36. PASSENGER TRANSPORTATION - Section 5310 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2007-0225) between MDOT and Hope Network, in Kent County, will increase the number of vehicles to be purchased from three to up to four and will increase the authorization amount by \$9,000 in insurance proceeds. One of the Network's vehicles was destroyed in an accident, and the resulting insurance proceeds will allow the purchase of one additional replacement vehicle. The original authorization provides state matching funds for the Network's FY 2009 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The authorization term remains unchanged, September 25, 2009, through September 24, 2012. The revised authorization amount will be \$979,895. 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 - \$851,231; FY 2009 State Restricted Comprehensive Transportation Funds - \$119,664; Insurance Funds - \$9,000.

Criticality: Approval of this revision will allow Hope Network to purchase an additional replacement vehicle without delays.

Purpose/Business Case: To increase the number of vehicles to be purchased from three to up to four and to increase the contract amount by \$9,000 in insurance proceeds.

Benefit: Increased public safety through improved transportation infrastructure.

*Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$851,231 FY 2009 State Restricted Comprehensive Transportation Funds - \$119,664; Insurance Funds - \$9,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this revision is not approved, Hope Network may not be able to replace a vehicle needed for passenger service.

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: 49501.

37. PASSENGER TRANSPORTATION – Section 5307 Program

Project Authorization Revision (Z9/R1) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), in Kent County, will extend the authorization term by one year to provide sufficient time for ITP to complete the project. The additional time is needed because although the buses have been ordered, bus construction and delivery will not be completed before the current authorization expiration date due to a manufacturer delay. The original authorization provides state matching funds for ITP's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be September 17, 2008, through September 16, 2012. The authorization amount remains unchanged at \$680,468. The toll credit amount remains unchanged at \$16,800. 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 - \$561,174; FY 2008 State Restricted Comprehensive Transportation Funds - \$119,294.

Criticality: This revision will provide sufficient time for the procurement of the needed buses to be completed.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$561,174; FY 2008 State Restricted Comprehensive Transportation Funds - \$119,294.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

38. PASSENGER TRANSPORTATION – Section 5309 Program

Project Authorization Revision (Z10/R1) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), in Kent County, will add one replacement bus and will extend the authorization term by one year to provide sufficient time for ITP to complete the project. Because the original buses cost less than was anticipated, ITP is requesting approval to use the remaining funds toward the purchase of an additional vehicle. The additional time is needed because although the buses have been ordered, bus construction and delivery will not be completed before the current authorization expiration date due to a manufacturer delay. The original authorization provides state matching funds for ITP's FY 2008 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be August 19, 2008, through August 18, 2012. The authorization amount remains unchanged at \$7,151,651. 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 - \$5,721,321; FY 2002 and 2008 State Restricted Comprehensive Transportation Funds - \$1,430,330.

Criticality: This revision will provide sufficient time for the procurement of the needed buses to be completed.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$5,721,321; FY 2002 and 2008 State Restricted Comprehensive Transportation Funds - \$1,430,330.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

39. *TRANSPORTATION PLANNING – Renewal/Extension

Amendatory Contract (2005-0040/A2) between MDOT and the Traffic Improvement Association of Oakland County will renew the contract and extend the contract term by one year, will provide for the conduct of additional mature driver workshops, and will increase the contract amount by \$53,750. The original contract, which expired on September 30, 2010, provided for mature driver workshops to be conducted statewide to enhance the safety of the transportation system. The revised contract term will be from January 19, 2005, through September 30, 2011, and from the date of award of this amendment through September 30, 2011. No costs will be incurred between the expiration date of the original contract and the date of award of this amendment. The revised contract amount will be \$311,750. Source of Funds: Federal Highway Administration Funds - \$249,000; State Restricted Trunkline Funds - \$62,350.

Criticality: MDOT is one of seven public and private agencies providing funding for the mature driver workshops. The workshops are provided statewide to enhance the safety of the transportation system. The workshops are designed to assist mature drivers in evaluating their driving skills and improving their driving strategies so that they can drive more safely.

Purpose/Business Case: To provide for the conduct of additional mature driver workshops. The purpose of the workshops is to enhance the safety of the transportation system. People 55 and older make up the fastest growing segment of the population. Between 2000 and 2025, the population of that age group is projected to increase from fewer than 2 million to over 3.5 million. The expected increases in driving by the mature drivers pose serious highway safety issues.

Benefit: The workshops provide a driving skills tune-up for mature drivers. As bodies change with the aging process, drivers need to compensate for these changes. Students are evaluated in areas such as brake reaction time, visual acuity, depth perception, and useful field of vision. The program also includes a rehabilitation component.

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

Commitment Level: MDOT is one of seven agencies providing financial support, and MDOT's costs are fixed.

Risk Assessment: If this amendment is not approved and the workshops are not conducted, MDOT will lose an opportunity to provide education to mature drivers to improve their driving strategies and enhance the safety of the transportation system. The program recognizes the importance of the independence that driving brings to the older driver, the correlation between losing the right to drive and the deterioration of the quality of life of the senior, and the need to have safe drivers on the road.

Cost Reduction: The agency providing the service is a public-private non-profit entity. The cost estimate is based on the actual costs of previous workshops.

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

New Project Identification: This is not a new project.

Zip Code: 48320.

SUBCONTRACT

40.	DeYoung Concrete Inc.	Low Bid:	\$ 300,000
	9330 Belding Road	1st Year:	\$ 100,000
	Rockford, MI 49311	2nd Year:	\$ 100,000
		3rd Year:	\$ 100,000
		Engineer's Estimate:	\$ 508,779
		Over/Under:	- 41%

Description of Work: Concrete Construction

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for concrete construction, including curbs, gutters, sidewalks, and driveways, at various locations in Kent County. The project was advertised for two weeks in the Grand Rapids Press, on two websites, and was posted at the Builders Exchange in Grand Rapids; one bid was received and accepted. Costs are based on a set unit cost per square foot and will remain fixed throughout the term of the contract. The County has 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, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for concrete construction, including 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 sole low bidder was selected.

Selection: Low bid.

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

Zip Code: 49311.

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: 48858.

42.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012055	\$ 609,316.81	\$ 644,833.72
	PROJECT EBSL 58091-110589		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2011		5.83 %

2.37 mi of microsurfacing and fiber reinforced bituminous membrane on the I-75 Connector from I-75 to M-125, Monroe County. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strawser Construction Inc.	\$ 644,833.72	Same	1 **
Pavement Maintenance Systems, LLC			

1 Bidder

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

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

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

Funding Source:

110589A

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.

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. 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. The reconstructed parking lot may also attract new carpoolers.

Funding Source:

110311A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
110383A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
110387A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
87543A		
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: Deterioration of the existing State trunkline network, increased vehicle maintenance and operational costs to the motoring public. There is a greater risk of injury/accidents due to existing surface conditions. The surrounding communities are anticipating the carpool lot completion. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reduced vehicle maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49827.

44.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101002	\$ 1,887,953.68	\$ 1,928,880.15
	PROJECT NH 41051-105475		
	LOCAL AGRMT. 10-5725		% OVER/UNDER EST.
	START DATE ~ 10 days after award		
	COMPLETION DATE - AUGUST 19, 2011		2.17 %

3.65 mi of full depth transverse and longitudinal concrete joint repair, diamond grinding, curb, gutter, sidewalk, and ramp upgrades on M-37 from Lake Eastbrook Boulevard northerly to I-96 in the cities of Grand Rapids and Kentwood, Kent County.

A 2011 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 1,928,880.15	Same	1 **
Causie Contracting, Inc.	\$ 1,932,549.44	Same	2
Florence Cement Company	\$ 2,074,626.35	Same	3
Kelcris Corporation	\$ 2,116,070.51	Same	4
Tony Angelo Cement Construction Co.	\$ 2,163,139.85	Same	5
C.P.R. Contractors Inc.	\$ 2,815,018.65	Same	6
Kamminga & Roodvoets, Inc.			
Snowden, Inc.			

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 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:

105475A

Federal Highway Administration Funds	81.85 %
City of Grand Rapids	0.10 %
State Restricted Trunkline Funds	18.05 %

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: 49525.

45. LETTING OF JANUARY 07, 2011
 PROPOSAL 1101003 ENG. EST. LOW BID
 \$ 1,653,157.69 \$ 1,429,973.60
 PROJECT EBSL 84914-110292
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 31, 2011
 COMPLETION DATE - AUGUST 01, 2011 -13.50 %

25.68 mi of double chip seal at various locations on M-90, M-46, and M-142, Sanilac and Huron Counties. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scott Transportation, Inc.	\$ 1,429,973.60	Same	1 **
Fahrner Asphalt Sealers, L.L.C.	\$ 1,496,026.77	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:

110292A

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: 48466 region-wide.

46. LETTING OF JANUARY 07, 2011
 PROPOSAL 1101004
 PROJECT M 17034-107191, ETC
 LOCAL AGRMT. 10-5768
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 29, 2011

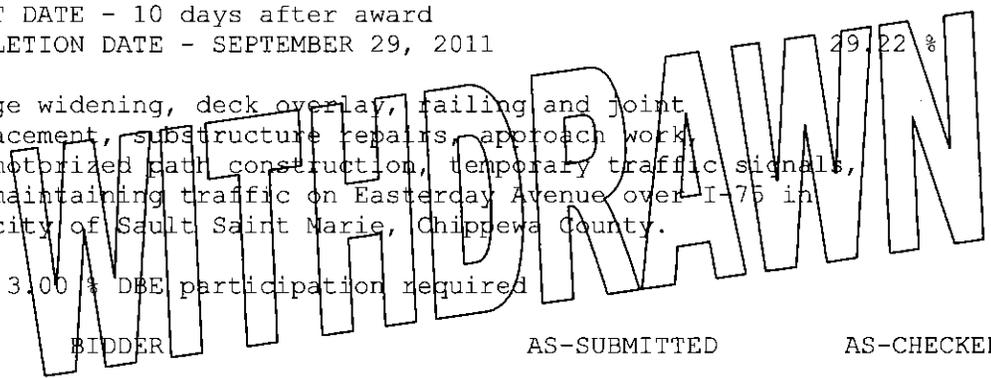
ENG. EST. \$ 1,590,315.45
 LOW BID \$ 2,054,933.47

% OVER/UNDER EST.

29.22 %

Bridge widening, deck overlay, railing and joint replacement, substructure repairs, approach work, non-motorized path construction, temporary traffic signals, and maintaining traffic on Easterday Avenue over I-75 in the city of Sault Saint Marie, Chippewa County.

3.00 % DBE participation required



BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Co.	\$ 2,054,985.97	\$ 2,054,933.47	1 **
Anlaan Corporation	\$ 2,084,826.36	Same	2
J. Slagter & Son Construction Co.	\$ 2,094,551.33	Same	3
Bacco Construction Company			
Milbocker and Sons, Inc.			
A. Lindberg & Sons, Inc.			
Snowden, Inc.			
L. W. Lamb, Inc.			
C. A. Hull Co., Inc.			

3 Bidders

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

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to 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:

107191A	State Restricted Trunkline Funds	100 %
107231A	Federal Highway Administration Funds	75.49 %
	City of Sault Ste Marie	16.12 %
	State Restricted Trunkline Funds	8.39 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49868.

47. LETTING OF JANUARY 07, 2011
 PROPOSAL 1101005 \$ ENG. EST. LOW BID
 PROJECT ST 06073-110396 \$ 656,617.45 \$ 543,674.13
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 07, 2011
 COMPLETION DATE - JUNE 30, 2011 -17.20 %

4.67 mi of hot mix asphalt cold milling, resurfacing, and centerline corrugations on US-23 from north of the M-65 intersection northerly to south of Santiago Road, Arenac County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 543,674.13	Same	1 **
Pyramid Paving and Contracting Co.	\$ 591,844.69	Same	2
Bolen Asphalt Paving, Inc.	\$ 599,693.89	Same	3
Saginaw Asphalt Paving Co.	\$ 664,380.24	Same	4

4 Bidders

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

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

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

Funding Source:

110396A	
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: 49968.

50. LETTING OF JANUARY 07, 2011
 PROPOSAL 1101021 \$ ENG. EST. 589,724.37 \$ LOW BID 641,695.42
 PROJECT BHT 25042-86978
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 11, 2011
 COMPLETION DATE - SEPTEMBER 24, 2011 8.81 %

Deck patching, epoxy overlay, substructure patching, zone painting steel bearings, partial barrier replacement, approach work, and maintaining traffic on M-13 over I-69, Genesee County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 641,695.42	Same	1 **
Anlaan Corporation	\$ 658,283.97	Same	2
Posen Construction, Inc.	\$ 707,703.83	Same	3
C. A. Hull Co., Inc.	\$ 744,921.67	Same	4
L. W. Lamb, Inc.			
Walter Toebe Construction Company			

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: 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:

86978A

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: 48473.

51. LETTING OF JANUARY 07, 2011
 PROPOSAL 1101022 \$ ENG. EST. \$ LOW BID \$ 391,514.18
 PROJECT NH 79041-110293
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - AUGUST 01, 2011
 COMPLETION DATE - AUGUST 19, 2011 -6.79 %

4.64 mi of two-course microsurfacing on M-46 from M-15 easterly to Vassar Road, Tuscola County. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strawser Construction Inc.	\$ 391,514.18	Same	1 **
Pavement Maintenance Systems, LLC	\$ 426,128.64	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:

110293A

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: 48423.

53. LETTING OF JANUARY 07, 2011
 PROPOSAL 1101024 \$ ENG. EST. 166,033.60 \$ LOW BID 151,929.34
 PROJECT ST 56031-110494
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 06, 2011
 COMPLETION DATE - JUNE 17, 2011 -8.49 %

1.22 mi of low volume ultra-thin hot mix asphalt overlay, crack pre-treatment, and other miscellaneous items of work on M-30 from Saginaw Road to north of US-10 in the village of Sanford, Midland County. This project includes a 2 year pavement performance warranty and a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving and Contracting Co.	\$ 151,929.34	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 152,545.25	Same	2
Central Asphalt, Inc.	\$ 162,138.58	Same	3
Saginaw Asphalt Paving Co.	\$ 180,637.18	Same	4

4 Bidders

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

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

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

Funding Source:

110494A

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.

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: 49111.

55.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101028	\$ 239,962.89	\$ 260,804.06
	PROJECT NH 32032-110294		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 08, 2011		
	COMPLETION DATE - SEPTEMBER 01, 2011		8.69 %

0.46 mi of hot mix asphalt cold milling and resurfacing, and sidewalk ramp improvements on M-53 from south of the M-142 intersection northerly to the Huron and Eastern railroad tracks in the city of Bad Axe, Huron County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Co.	\$ 260,804.06	Same	1 **
Pyramid Paving and Contracting Co.	\$ 272,074.66	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: 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:

110294A

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: Maintenance.

Selection: Low bid.

Zip Code: 48413.

56. LETTING OF JANUARY 07, 2011 ENG. EST. LOW BID
 PROPOSAL 1101031 \$ 2,070,755.86 \$ 1,856,394.01
 PROJECT BHT 83011-87217
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 04, 2011 -10.35 %

Deck replacement, cleaning and coating of structural steel, substructural repair, approach work, and maintaining traffic on M-37 over the Pine River, Wexford County.

This project includes a 2 year bridge painting warranty.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L. W. Lamb, Inc.	\$ 1,856,394.01	Same	1 **
Milbocker and Sons, Inc.	\$ 2,025,726.27	Same	2
Walter Toebe Construction Company	\$ 2,111,307.71	Same	3
Anlaan Corporation	\$ 2,126,891.26	Same	4
J. Slagter & Son Construction Co.	\$ 2,265,654.59	Same	5
Kamminga & Roodvoets, Inc.			

5 Bidders

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

Purpose/Business Case: MDOT's Bridge Preservation Program 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:

87217A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49689.

57. LETTING OF JANUARY 07, 2011 ENG. EST. LOW BID
 PROPOSAL 1101032 \$ 1,795,263.33 \$ 2,035,770.55
 PROJECT BHI 11111-106108, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 11, 2011
 COMPLETION DATE - SEPTEMBER 01, 2011 13.40 %

Deep overlay, railing replacement, steel repairs, partial painting, and approaches on 5 structures at I-196 over Coloma, under Red Arrow Highway, and over CSX Railroad, Berrien County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 2,035,770.55	Same	1 **
J. Slagter & Son Construction Co.	\$ 2,179,263.03	Same	2
C. A. Hull Co., Inc.	\$ 2,277,947.28	Same	3
L. W. Lamb, Inc.	\$ 2,371,674.17	Same	4
Milbocker and Sons, Inc.			
Kamminga & Roodvoets, Inc.			
Walter Toebe Construction Company			

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: 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:

106108A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
109087A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
109716A		
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: 49038.

58.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101033	\$ 3,554,159.04	\$ 3,347,965.70
	PROJECT STH 51012-87083, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 06, 2011		
	COMPLETION DATE - OCTOBER 15, 2011		-5.80 %

6.47 mi of hot mix asphalt base crushing, shaping, and resurfacing, miscellaneous safety improvements, and drainage improvements on US-31 from south of Coates Highway northerly to south of Maidens Road and at the intersection of US-31 and 8 Mile Road, Manistee County. This project includes two 5 year materials and workmanship pavement warranties.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 3,347,965.70	Same	1 **
Elmer's Crane and Dozer, Inc.	\$ 3,538,370.30	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: This project is a combination of two programs: (1) 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, (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

Benefit: These programs provide benefits for 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 improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

Funding Source:

106638A

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

87083A

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 and vehicle maintenance costs.

New Project Identification: Rehabilitation and reconstruction.

Selection: Low bid.

Zip Code: 49675.

59.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101034	\$ 1,659,956.70	\$ 1,596,698.43
	PROJECT NHG 82121-104462		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 15, 2011		
	COMPLETION DATE - SEPTEMBER 15, 2011		-3.81 %

Traffic signal modernization and interconnect at 20 locations on M-5 in the city of Detroit, Wayne County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power and Lighting	\$ 1,596,698.43	Same	1 **
Rauhorn Electric, Inc.	\$ 1,676,724.35	Same	2
J. Ranck Electric, Inc.	\$ 1,711,050.96	Same	3
Motor City Electric Utilities Comp	\$ 1,771,439.69	Same	4
Martell Electric, LLC			

4 Bidders

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

Purpose/Business Case: The 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:

104462A

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: 48216.

60.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101035	\$ 412,562.70	\$ 395,388.82
	PROJECT NH 24011-79065, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - MAY 26, 2011		-4.16 %

0.83 mi of hot mix asphalt cold milling and resurfacing on US-31 from west of Division Road northerly to west of Manvel Road including construction of a right turn slip lane at the Division Road intersection, Emmet County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 395,388.82	Same	1 **
Payne & Dolan Inc.	\$ 458,732.00	\$ 448,732.00	2
Elmer's Crane and Dozer, Inc.			

2 Bidders

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

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program and the Capital Preventive Maintenance Program. 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 Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

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. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

110607A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
79065A		
	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 risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation and maintenance.

Zip Code: 49770.

110765A

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: 48346 county-wide.

62. LETTING OF JANUARY 07, 2011 ENG. EST. LOW BID
 PROPOSAL 1101037 \$ 65,034.34 \$ 62,400.00
 PROJECT ST 81063-100373
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 01, 2011
 COMPLETION DATE - AUGUST 01, 2011 -4.05 %

Hot mix asphalt resurfacing of the carpool lot located in the southeast quadrant of the I-94/Huron Street interchange, Washtenaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials Inc.	\$ 62,400.00	Same	1 **
Cadillac Asphalt, L.L.C.	\$ 74,212.64	Same	2
ABC Paving Company	\$ 82,583.23	Same	3
Ajax Paving Industries, Inc.	\$ 113,257.61	Same	4
Nagle Paving Company			
T & M Asphalt Paving Inc.			
Al's Asphalt Paving Co.			

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: To increase the capacity and encourage the use of the carpool lots. This project consists of removing and replacing an existing carpool lot.

Benefit: Reconstructing the existing carpool lot will reduce maintenance costs at this location.

Funding Source:

100373A

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 surrounding communities are anticipating upkeep of existing carpool lots. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reconstructing the existing lot will greatly reduce the initial maintenance costs for the carpool lot. Our customers will benefit from the reduced costs and surface condition of the existing carpool lots.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48197.

63.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101041	\$ 1,140,476.71	\$ 1,038,009.15
	PROJECT STT 08052-111066		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 02, 2011		
	COMPLETION DATE - JUNE 17, 2011		-8.98 %

5.58 mi of hot mix asphalt cold milling, overlay, and centerline corrugations on M-66 from Coats Grove Road to M-50, Barry County. This project includes a 3 year pavement performance warranty.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,038,009.15	Same	1 **
Michigan Paving and Materials Comp	\$ 1,108,781.83	Same	2
Superior Asphalt, Inc.			

2 Bidders

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

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

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

Funding Source:

111066A

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: 49073.

64. LETTING OF JANUARY 07, 2011
 PROPOSAL 1101042 \$ ENG. EST. 853,319.10 \$ LOW BID 708,918.83
 PROJECT STT 75011-110303
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 01, 2011
 COMPLETION DATE - AUGUST 01, 2011 -16.92 %

10.58 mi of overband crack filling, double chip sealing, and guardrail replacement on M-149 from north of the M-149/US-2 intersection northerly to Palms Book State Park (Big Springs), Schoolcraft County. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, L.L.C.	\$ 708,918.83	Same	1 **
Scott Transportation, Inc.	\$ 734,863.13	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:

110303A

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: 49817.

65. LETTING OF JANUARY 07, 2011
 PROPOSAL 1101043 \$ ENG. EST. 125,864.00 \$ LOW BID 89,817.95
 PROJECT ST 84914-110613
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 06, 2011
 COMPLETION DATE - SEPTEMBER 24, 2011 -28.64 %

18.56 mi of hot mix asphalt crack treatment at various locations on M-25, Huron and Sanilac Counties. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, L.L.C.	\$ 89,817.95	Same	1 **
Michigan Joint Sealing, Inc.	\$ 101,091.20	Same	2
Interstate Sealant & Concrete, Inc.	\$ 112,491.20	Same	3
Scodeller Construction, Inc.	\$ 119,224.00	Same	4

4 Bidders

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

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

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

Funding Source:

110613A

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: 48434.

66. LETTING OF JANUARY 07, 2011 ENG. EST. LOW BID
 PROPOSAL 1101045 \$ 698,451.72 \$ 597,844.66
 PROJECT NH 73073-110393
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 06, 2011
 COMPLETION DATE - JULY 29, 2011 -14.40 %

6.09 mi of concrete pavement repairs and spall repair on M-47 from Shattuckville Road to Church Street, Saginaw County.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 597,844.66	Same	1 **
C & D Hughes, Inc.	\$ 669,900.80	Same	2
Kelcris Corporation	\$ 685,550.37	Same	3
Tony Angelo Cement Construction Co.	\$ 688,803.29	Same	4
Causie Contracting, Inc.	\$ 694,339.08	Same	5
Snowden, Inc.			

5 Bidders

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

Purpose/Business Case: The 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:

110393A

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: 48623.

LOCAL PROJECTS

67. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012020 \$ ENG. EST. 515,214.00 \$ LOW BID 587,888.80
 PROJECT BRO 16016-102384
 LOCAL AGRMT. 10-5746 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 18, 2011 14.11 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Webb Road over Pigeon River, Cheboygan County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. E. Kloote Contracting, Inc.	\$ 587,888.80	Same	1 **
S-L and H Contractors Incorporated	\$ 598,817.20	Same	2
Anlaan Corporation	\$ 606,589.20	Same	3
John Henry Excavating Inc.	\$ 608,360.50	Same	4
L. W. Lamb, Inc.	\$ 611,061.30	Same	5
Milbocker and Sons, Inc.	\$ 627,181.93	Same	6
Heystek Contracting, Inc.			
J. Slagter & Son Construction Co.			
Rieth-Riley Construction Co., Inc.			
Molon Excavating, Inc.			

6 Bidders

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

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

Purpose/Business Case: This project is for the 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:

102384A	
Cheboygan County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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 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: 49799.

68.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101006	\$ 2,549,847.55	\$ 2,208,362.61
	PROJECT STU 81075-104554		
	LOCAL AGRMT. 10-5770		% OVER/UNDER EST.
	START DATE - APRIL 11, 2011		
	COMPLETION DATE - SEPTEMBER 16, 2011		-13.39 %

0.93 mi of road reconstruction including earthwork, underground storm drainage, sanitary sewer, watermain, subbase and aggregate base construction, hot mix asphalt pavement, concrete curb and gutter, signing, pavement markings, and restoration on Holmes Road from Spencer Road to Michigan Avenue, Washtenaw County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
DiPonio Contracting, Inc.	\$ 2,208,362.61	Same	1 **
Pamar Enterprises, Inc.	\$ 2,236,414.74	Same	2
Dan's Excavating, Inc.	\$ 2,265,880.22	Same	3
Bailey Excavating, Inc.	\$ 2,279,877.17	Same	4
Sole Construction, Inc.	\$ 2,367,429.00	Same	5
Hoffman Bros., Inc.	\$ 2,385,831.96	Same	6
L.J. Construction, Inc.	\$ 2,461,004.96	Same	7
Fonson, Inc.	\$ 2,461,703.74	Same	8
Angelo Iafrate Construction Company	\$ 2,485,113.61	Same	9
Florence Cement Company	\$ 2,496,388.01	Same	10
Zito Construction	\$ 2,533,856.83	Same	11
Nagle Paving Company	\$ 2,534,677.96	Same	12

Fenton Excavating & Construction	\$ 2,603,826.12	Same	13
Site Development, Inc.	\$ 2,603,936.44	Same	14
C & D Hughes, Inc.	\$ 2,626,274.70	Same	15
E.T. MacKenzie Company	\$ 2,655,142.91	Same	16
Barrett Paving Materials Inc.	\$ 3,051,257.62	Same	17
Carlo Construction, Inc.			
Milbocker and Sons, Inc.			
Al's Asphalt Paving Co.			
Cadillac Asphalt, L.L.C.			
Nashville Construction Company			
Douglas N. Higgins, Inc.			
Ajax Paving Industries, Inc.			

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. 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:

104554A

Washtenaw County	42.74 %
Federal Highway Administration Funds	57.26 %

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: 48198.

69. LETTING OF JANUARY 07, 2011
 PROPOSAL 1101007
 PROJECT STU 50458-110327
 LOCAL AGRMT. 10-5777
 START DATE - APRIL 01, 2011
 COMPLETION DATE - SEPTEMBER 30, 2011

ENG. EST. \$ 2,326,605.60
 LOW BID \$ 2,292,494.20
 % OVER/UNDER EST. -1.47 %

2.02 mi of cold milling concrete pavement, concrete overlay, concrete pavement repairs, trenching, concrete sidewalk ADA ramps, and irrigation system on Little Mack Avenue from 10 Mile Road to 12 Mile Road in the city of St. Clair Shores, Macomb County.

5.00% DBE participation required

BIDDER AS-SUBMITTED AS-CHECKED

WITHDRAWN AT SAB

Florence Cement Company	\$ 2,292,494.20	Same	1 **
Tony Angelo Cement Construction Co.	\$ 2,445,486.55	Same	2
Ajax Paving Industries, Inc.	\$ 2,548,999.40	Same	3
Carlo Construction, Inc.	\$ 2,646,931.79	Same	4
Walter Toebe Construction Company	\$ 2,664,366.84	Same	5
Angelo Iafrate Construction Company	\$ 3,073,450.60	Same	6
Rieth-Riley Construction Co., Inc.	\$ 3,075,123.37	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 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:

110327A	
Federal Highway Administration Funds	81.38 %
City of St. Clair Shores	18.62 %

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.

Funding Source:

111316A		
Washtenaw County		18.15 %
Federal Highway Administration Funds		81.85 %
111478A		
Washtenaw County		20.00 %
Federal Highway Administration Funds		80.00 %
111479A		
Washtenaw County		20.00 %
State Restricted Trunkline Funds		80.00 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any 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: 48197.

71.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101010	\$ 462,772.34	\$ 489,112.46
	PROJECT STUL 52423-109176		
	LOCAL AGRMT. 10-5772		% OVER/UNDER EST.
	START DATE - MAY 02, 2011		
	COMPLETION DATE - SEPTEMBER 30, 2011		5.69 %

1.04 mi of hot mix asphalt road resurfacing and paving including drainage improvements, crushing and shaping, concrete sidewalk, curb, and gutter, guardrail replacement, and pavement markings on South Pine Street from Angeline Street to Division Street in the city of Ishpeming, Marquette County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan Inc.	\$ 489,112.46	Same	1 **
Bacco Construction Company	\$ 526,916.37	Same	2
A. Lindberg & Sons, Inc.	\$ 527,748.39	Same	3
Smith Paving, Inc.	\$ 637,047.26	Same	4
Oberstar 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 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:

109176A

Federal Highway Administration Funds	81.85 %
City of Ishpeming	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: 49849.

72.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101011	\$ 357,966.51	\$ 314,541.15
	PROJECT EDDF 24555-89482		
	LOCAL AGRMT. 10-5756		% OVER/UNDER EST.
	START DATE - MAY 02, 2011		
	COMPLETION DATE - JULY 01, 2011		-12.13 %

1.02 mi of base crushing and shaping, hot mix asphalt resurfacing, concrete curb and gutter, pavement marking, and slope restoration on Hathaway Road from Pleasant View Road easterly to Mink Road, Emmet County.

3.00 % DBE participation required

	BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 314,541.15		Same	1 **
Payne & Dolan Inc.	\$ 331,404.55		Same	2
Elmer's Crane and Dozer, Inc.				

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:

89482A

Emmet County	6.00 %
Federal Highway Administration Funds	74.00 %
State Restricted Trunkline Funds	20.00 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any 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: 49740.

73.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101012	\$ 5,570,058.15	\$ 4,707,329.43
	PROJECT STU 82400-111309, ETC		
	LOCAL AGRMT. 10-5704, 10-5780		% OVER/UNDER EST.
	START DATE - JULY 15, 2011		
	COMPLETION DATE - 100 working days		-15.49 %

1.44 mi of hot mix asphalt resurfacing and paving including cold milling, adjusting structures, concrete sidewalk ramps, pavement markings, and watermain construction on Joy Road from Greenfield Road to Southfield Road (M-39) and from Southfield Freeway to west of Greenfield Road, and on Greenfield Road from Tireman Street to Joy Road in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 4,707,329.43	Same	1 **
Pamar Enterprises, Inc.	\$ 4,846,150.72	Same	2
Florence Cement Company	\$ 5,017,139.50	Same	3
Angelo Iafrate Construction Company	\$ 5,097,633.48	Same	4
Zito Construction	\$ 5,189,245.17	Same	5
Ajax Paving Industries, Inc.	\$ 5,291,278.88	Same	6
Sole Construction, Inc.			
V.I.L. Construction, Inc.			

6 Bidders

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

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

Purpose/Business Case: This project is for the 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:

111309A	
Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %
112206A	
City of Detroit	100 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any 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: 48228.

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:

90143A		
Federal Highway Administration Funds		36.24 %
City of Hart		63.76 %

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: 49420.

75.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101014	\$ 133,687.35	\$ 110,771.78
	PROJECT STUL 77412-111829		
	LOCAL AGRMT. 10-5779		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - MAY 20, 2011		-17.14 %

Resealing joints and pavement markings on 10th Street from Military Street to Lapeer Avenue in the city of Port Huron, St. Clair County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Joint Sealing, Inc.	\$ 110,771.78	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 114,550.38	Same	2
Scodeller Construction, Inc.	\$ 119,551.98	Same	3
Carlo Construction, Inc.	\$ 126,008.07	Same	4
Fahrner Asphalt Sealers, L.L.C.	\$ 143,765.50	Same	5
C & D Hughes, Inc.	\$ 147,749.53	Same	6
Causie Contracting, Inc.	\$ 162,847.03	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 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:

111829A	
Federal Highway Administration Funds	81.85 %
City of Port Huron	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: 48060.

76.	-LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101015	\$ 2,935,291.90	\$ 2,434,419.05
	PROJECT STU 82400-104599, ETC		
	LOCAL AGRMT. 10-5699		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 11, 2011		-17.06 %

Bridge rehabilitation including deck, pin, and hanger replacement, cleaning and coating of steel beams, and related approach work including concrete approach slabs and guardrail replacement on I-96 Service Drive over Rouge River in the city of Detroit, Wayne County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 2,434,419.05	Same	1 **
Walter Toebe Construction Company	\$ 2,489,929.53	Same	2
Dan's Excavating, Inc.	\$ 2,530,996.94	Same	3
Posen Construction, Inc.	\$ 2,552,710.19	Same	4
C. A. Hull Co., Inc.	\$ 2,618,470.12	Same	5
J. Slagter & Son Construction Co.	\$ 2,828,721.64	Same	6
E. C. Korneffel Co.	\$ 2,995,314.36	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 the rehabilitation 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:

104599A	
City of Detroit	18.15 %
Federal Highway Administration Funds	81.85 %
104601A	
City of Detroit	21.86 %
Federal Highway Administration Funds	78.14 %

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 rehabilitation.

Selection: Low bid.

Zip Code: 48201.

77.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101016	\$ 1,500,203.21	\$ 1,208,094.38
	PROJECT CMG 50400-109648		
	LOCAL AGRMT. 10-5778		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2011		-19.47 %

Video surveillance and wireless interconnect countywide at 75 locations, Macomb County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 1,208,094.38	Same	1 **
Motor City Electric Utilities Comp	\$ 1,292,549.24	Same	2
Metropolitan Power and Lighting	\$ 1,359,286.23	Same	3
J. Ranck Electric, Inc.	\$ 1,365,452.13	Same	4
Severance Electric Co., Inc.	\$ 1,572,406.63	Same	5
Martell Electric, LLC			

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 improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project 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:

109648A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48093.

78.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101017	\$ 195,662.75	\$ 264,903.55
	PROJECT MCS 81020-102687		
	LOCAL AGRMT. 10-5775		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 01, 2011		35.39 %

Bridge preventive maintenance including hot mix asphalt overlay, joint replacement, substructure repair, riprap placement, approach work, and maintaining traffic on Factory Street at Huron River in the city of Ypsilanti, Washtenaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 264,903.55	Same	1 **
Posen Construction, Inc.	\$ 277,828.64	Same	2
ABC Paving Company	\$ 298,400.22	Same	3
Anlaan Corporation	\$ 318,819.11	Same	4
Walter Toebe Construction Company			
E. C. Korneffel Co.			
C. A. Hull Co., 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 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 rehabilitation 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:

102687A

State Restricted Trunkline Funds	95.00 %
City of Ypsilanti	5.00 %

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 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 MDOT specifications.

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 48197.

79. LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
PROPOSAL 1101018	\$ 163,782.50	\$ 145,492.32
PROJECT STU 19400-112051		
LOCAL AGRMT. 10-5787		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JUNE 03, 2011		-11.17 %

0.75 mi of hot mix asphalt cold milling and resurfacing on East Clark Road from Watson Road to Webster Road, Clinton County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 145,492.32	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 149,919.09	Same	2
Astec Asphalt, Inc.	\$ 181,347.50	Same	3
Kamminga & Roodvoets, Inc.			

3 Bidders

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

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

Purpose/Business Case: This project is for the 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:

112051A

Clinton County	18.15 %
Federal Highway Administration 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 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: 48808.

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: 48131.

81.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101029	\$ 1,104,393.25	\$ 1,049,649.11
	PROJECT STUL 38409-90079		
	LOCAL AGRMT. 10-5609		% OVER/UNDER EST.
	START DATE - APRIL 04, 2011		
	COMPLETION DATE - JUNE 24, 2011		-4.96 %

0.65 mi of reconstruction with concrete curb and gutter, full depth hot mix asphalt pavement, storm sewer, watermain, and sanitary sewer construction on West North Street from Lansing Avenue to Cooper Street in the city of Jackson, Jackson County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Concord Excavating & Grading, Inc.	\$ 1,049,649.11	Same	1 **
Bailey Excavating, Inc.	\$ 1,078,340.21	Same	2
C L Trucking & Excavating, LLC	\$ 1,082,653.63	Same	3
Peters Construction Co.	\$ 1,088,979.61	Same	4
Hoffman Bros., Inc.	\$ 1,164,584.04	Same	5
Kammainga & Roodvoets, Inc.	\$ 1,252,004.18	Same	6
Michigan Paving and Materials Comp	\$ 1,256,324.28	Same	7
C & D Hughes, Inc.	\$ 1,263,068.93	Same	8
E.T. MacKenzie Company	\$ 1,319,961.08	Same	9
Dunigan Bros. Inc.	\$ 1,435,177.36	Same	10
Milbocker and Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
Nashville Construction Company			
Barrett Paving Materials Inc.			
Angelo Iafrate Construction Company			

10 Bidders

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

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

Purpose/Business Case: This project is for the 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:

90079A

Federal Highway Administration Funds	56.70 %
City of Jackson	43.30 %

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: 49202.

82.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101030	\$ 682,032.70	\$ 665,726.00
	PROJECT BRO 77013-102654		
	LOCAL AGRMT. 10-5767		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 02, 2011		-2.39 %

Bridge removal and replacement, approach work, hot mix asphalt paving, and guardrail placement on Kilburn Road at Plum Creek, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Novak Construction	\$ 665,726.00	Same	1 **
Nashville Construction Company	\$ 715,080.56	Same	2
S-L and H Contractors Incorporated	\$ 754,642.46	Same	3
Milbocker and Sons, Inc.	\$ 794,576.13	Same	4
Posen Construction, Inc.	\$ 796,222.49	Same	5
E. C. Korneffel Co.	\$ 838,895.25	Same	6
Anlaan Corporation	\$ 848,532.98	Same	7
Dan's Excavating, Inc.	\$ 875,556.85	Same	8
Walter Toebe Construction Company	\$ 906,821.41	Same	9
Heystek Contracting, Inc.			
J. E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			

9 Bidders

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

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

Purpose/Business Case: This project is for 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:

102654A	
St Clair County	5.10 %
Federal Highway Administration Funds	79.92 %
State Restricted Trunkline Funds	14.98 %

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: 48032.

83.	LETTING OF JANUARY 07, 2011	ENG. EST.	LOW BID
	PROPOSAL 1101038	\$ 717,998.50	\$ 649,820.11
	PROJECT STH 03609-108647		
	LOCAL AGRMT. 10-5685		% OVER/UNDER EST.
	START DATE - MARCH 28, 2011		
	COMPLETION DATE - JUNE 17, 2011		-9.50 %

0.54 mi of storm sewer including drainage structures, enclosing existing ditch, hot mix asphalt paving, and pavement markings on 40th Street from Industrial Avenue to Waverly Road in the city of Holland, Allegan County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Al's Excavating, Inc.	\$ 649,820.11	Same	1 **
Dan Hoe Excavating, Inc.	\$ 677,259.24	Same	2
Schippers Excavating, Inc.	\$ 695,016.75	Same	3
Milbocker and Sons, Inc.	\$ 703,558.63	Same	4
Kamminga & Roodvoets, Inc.	\$ 715,507.81	Same	5
C L Trucking & Excavating, LLC	\$ 724,436.54	Same	6
Peters Construction Co.	\$ 724,918.30	Same	7
Dykema Excavators, Inc.	\$ 728,387.85	Same	8
Nashville Construction Company	\$ 728,781.57	Same	9

Brenner Excavating, Inc.	\$	730,104.19	Same	10
Diversco Construction Company, Inc.	\$	735,206.12	Same	11
Weick Bros., Inc.	\$	757,548.90	Same	12
DeSal Excavating, Inc.	\$	761,816.65	Same	13
Kentwood Excavating, Inc.	\$	761,979.35	Same	14
Georgetown Construction Co.	\$	780,014.25	Same	15
Don Meeks Construction, LLC	\$	791,639.92	Same	16
Nagel Construction, Inc.	\$	796,415.62	Same	17
Lodestar Construction, Inc.	\$	809,111.75	Same	18
Oetman Excavating, LLC	\$	822,464.75	Same	19
R. Smith & Sons Trucking, Inc.	\$	844,429.49	Same	20
Connan, Inc.	\$	852,423.50	Same	21
Wyoming Excavators, Inc.	\$	854,845.00	Same	22
Jackson-Merkey Contractors, Inc.	\$	870,855.65	Same	23
Jack Dykstra Excavating, Inc.				
Langlois & Sons Excavating, Inc.				
Teltow Contracting, Inc.				
Caledonia Excavating, 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 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:

108647A

Federal Highway Administration Funds	79.88 %
City of Holland	20.12 %

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: 49423.

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: 48141.

85. LETTING OF JANUARY 07, 2011
 PROPOSAL 1101040 \$ ENG. EST. 305,192.70 \$ LOW BID 228,149.55
 PROJECT STE 02041-100054
 LOCAL AGRMT. 10-5783 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2011 -25.24 %

1.04 mi of hot mix asphalt non-motorized pathway, grading, and amenities on East Munising Avenue from Birch Street easterly to Mill Street and from Anna River easterly to Washington Street in the city of Munising, Alger County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Gerou Excavating, Inc.	\$ 228,149.55	Same	1 **
Payne & Dolan Inc.	\$ 242,267.70	Same	2
Wonsey Tree Service, Inc.	\$ 246,369.69	Same	3
Smith Paving, Inc.	\$ 288,895.34	Same	4
Oberstar Inc.	\$ 290,402.29	Same	5
L.J. Construction, Inc.	\$ 294,494.44	Same	6
Bacco Construction Company	\$ 295,172.89	Same	7
A. Lindberg & Sons, 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 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:

100054A

Federal Highway Administration Funds 67.21 %
 (Transportation Enhancement Funds)
 City of Munising 32.79 %

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: 49862.

POST-AWARD REPORTING

STATE PROJECTS

86. LETTING OF NOVEMBER 05, 2010 ENG. EST. LOW BID
 PROPOSAL 1011003 \$ 1,461,280.76 \$ 1,358,355.36
 PROJECT ARE 67900-110715
 LOCAL AGRMT. 10-5611 % OVER/UNDER EST.
 START DATE - MAY 30, 2011
 COMPLETION DATE - JULY 21, 2011 -7.04 %

10.98 mi of hot mix asphalt pathway for the Pere Marquette Rail Trail including trenching, drainage, and miscellaneous improvements on US-10 from Evert to east of Partridge Avenue in the city of Evert, Osceola and Clare Counties.

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

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D. J. McQuestion & Sons, Inc.	\$ 1,358,355.36	Same	1 **
Elmer's Crane and Dozer, Inc.	\$ 1,423,626.38	Same	2
The Isabella Corporation	\$ 1,427,720.38	Same	3
C L Trucking & Excavating, LLC	\$ 1,437,728.43	Same	4
Davis Construction, Inc.	\$ 1,456,248.98	Same	5
Fisher Contracting Company	\$ 1,564,356.15	Same	6
Kammaing & Roodvoets, Inc.	\$ 1,566,047.27	Same	7
L.J. Construction, Inc.	\$ 1,576,689.14	Same	8
Schippers Excavating, Inc.	\$ 1,659,532.00	Same	9
Rieth-Riley Construction Co., Inc.	\$ 1,662,673.59	Same	10
Nashville Construction Company	\$ 1,711,820.94	Same	11

EXTRAS

88. **Extra 2011 - 03**

Control Section/Job Number: 50099-106723 Local Agency Project

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

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

Contractor: D.L.F., Inc.
PO Box 8
Romeo, MI 48065-0008

Designed By: Spicer Group
Engineer's Estimate: \$ 891,186.75

Description of Project:

0.38 mi of hot mix asphalt road reconstruction, concrete curb, gutter, and sidewalks, drainage, watermain, pavement markings, and slope restoration on Fulton Street from Main Street northerly to Armada Center Road in the village of Armada, Macomb County.

Administrative Board Approval Date:	February 16, 2010	
Contract Date:	April 14, 2010	
Original Contract Amount:	\$631,177.23	
Total of Overruns/Changes (Approved to Date):	(64,590.07)	- 10.23%
Total of Extras/Adjustments (Approved to Date):	30,483.33	+ 4.83%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>47,131.51</u>	<u>+ 7.47%</u>
Revised Total	<u>\$644,202.00</u>	+ 2.07%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract (5.40%) under the original budget for an **Authorized to Date Amount** of \$597,070.49.

Approval of this extra will place the authorized status of the contract 2.07% or \$13,024.77 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

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

CM 6		
Subbase, LM	4,296.40 Cyd @ \$10.97/Cyd	\$47,131.51
Total		<u>\$47,131.51</u>

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

CM 6

The cross section of the roadway was modified from 10.5 inches of asphalt and 6 inches of aggregate base to 7.5 inches of asphalt, 6 inches of aggregate base and 12 inches of sand subbase. A meeting was held between MDOT and the owner prior to implementing the change in the cross section. The cross section was changed to save money on the cost of asphalt and help offset the cost to remove the concrete pavement that was found underneath the existing roadway during the removal. The hot mix asphalt material item identified as (2C) was the offsetting pay item, along with earth excavation. The offsetting costs will be balanced at the end of the contract. The cost was determined via project work order number 5 and an extended conversation with the owner and contractor. The extra cost for Subbase, LM was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Transportation Commission at its January 27, 2011 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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: American Recovery and Reinvestment Act funds, 100%, unless otherwise noted.

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

Risk Assessment: 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: 48005.

89. **Extra 2011-04**

Control Section/Job Number:	03041-105043	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extras exceed the \$48,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	Al's Excavating, Inc. 4515 134th Ave Hamilton, MI 49419-9532	

Designed By: MDOT
 Engineer's Estimate: \$ 343,489.63

Description of Project:

0.21 mi of concrete roadway widening, hot mix asphalt paving, storm sewer construction and maintenance of traffic on M-222 at Eastern Avenue in the city of Allegan, Allegan County.

Administrative Board Approval Date:	March 16, 2010	
Contract Date:	April 14, 2010	
Original Contract Amount:	\$324,850.56	
Total of Overruns/Changes (Approved to Date):	(23,433.40)	- 7.21%
Total of Extras/Adjustments (Approved to Date):	43,910.80	+ 13.52%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>8,129.30</u>	+ 2.50%
Revised Total	<u>\$353,457.26</u>	+ 8.81%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.31% over the original budget for an **Authorized to Date Amount** of \$345,327.96.

Approval of this extra will place the authorized status of the contract 8.81% or \$28,606.70 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 5

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

CM 5		
HMA Approach, Special, 4E3	100.96 Ton @ \$80.52/Ton	<u>\$8,129.30</u>
Total		<u>\$8,129.30</u>

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

CM 5

At the beginning of the project, the contractor proposed an alternative of hot mix asphalt material to the MDOT engineer. It was an informal "value engineering" concept, where the department would benefit with a price savings on the unit price while providing an equal and/or better material. This concept was presented and approved in contract modification (CM) # 1. This resulted in the new extra work items of HMA, 2E3 and HMA, 4E3 at a \$2.00 per ton price reduction in cost in comparison to the original bid items. All the offsetting items were addressed in the CM 1 as noted above. Subsequently, the project is complete, and these extras need to balance out the as constructed final quantity on the project. Adjustment in the final quantities is a result of unanticipated fluctuations in the field. Therefore, the HMA base material (2E3) is being reduced and the surface layer (4E3) is being increased. The extra cost for HMA Approach, Special, 4E3 and HMA Approach, Special, 2E3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and when compared with similar items in the contract.

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

These Extras were recommended for approval by the State Transportation Commission at its January 27, 2011, meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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: State Restricted Economic Development funds, 100%, unless otherwise noted.

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

Risk Assessment: 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: 49010.

90. **Extra 2011-05**

Control Section/Job Number: 50458-106724 Local Agency Project

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

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

Contractor: James P Contracting, Inc.
67222 Van Dyke Rd
Washington Twp., MI 48095-1441

Designed By: Spalding DeDecker Associates, Inc.
Engineer's Estimate: \$ 641,646.00

Description of Project:

0.59 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repairs, concrete curb and gutter replacement, and earthwork on Rathbone Avenue from Dickinson Street to Avery Street and on South Main Street from Robertson Street to Terry Street in the city of Mount Clemens, Macomb County.

Administrative Board Approval Date:	March 2, 2010	
Contract Date:	April 29, 2010	
Original Contract Amount:	\$478,602.27	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>110,311.88</u>	+ 23.05%
Revised Total	<u>\$588,914.15</u>	+ 23.05%

Offset Information

Total Offsets This Request	(\$85,536.00)	- 17.87%
Net Revised Request	24,775.88	+ 5.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$478,602.27.

Approval of this extra will place the authorized status of the contract 23.05% or \$110,311.88 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r.1 and 2

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

CM 1

HMA, 3C	302.50 Ton @ \$67.12/Ton	\$20,303.80
HMA, 3C	935.00 Ton @ \$67.12/Ton	62,757.20
Total		<u>\$83,061.00</u>

CM 2

Hand Patching	248.03 Ton @ \$78.70/Ton	\$19,519.96
HMA Approach	60.00 Ton @ \$96.60/Ton	5,796.00
Pavt Mrkg, Type R, 4 inch, Yellow, Temp	208.00 Ft @ \$3.25/Ft	676.00
Pavt Mrkg, Type R, 4 inch, Yellow, Temp	312.00 Ft @ \$3.25/Ft	1,014.00
Rem Curing Compound, for Spec Mrkg	156.00 Sft @ \$1.57/Sft	244.92
Total		<u>\$27,250.88</u>

Grand Total**\$110,311.88****CM 1 Offset Information**

HMA, LVSP	-302.50 Ton @ \$69.12/Ton	(\$20,908.80)
HMA, LVSP	-935.00 Ton @ \$69.12/Ton	(64,627.20)
Total		<u>(\$85,536.00)</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 1**

The HMA, LVSP for the leveling course (1,237.5 tons total) was omitted and replaced with equal amount of HMA, 3C for the leveling course only. This was necessary based on discussions with the Road Commission of Macomb County (RCMC), who was responsible for material testing on the project RCMC suggested using the 3C mix for the strength and durability of the mix with the proposed type of pavement cross section in comparison to the LVSP mix. The material change was reviewed with MDOT's Metro Region Materials and Testing Engineer who concurred that the change would not compromise the quality of the product.

The cost was determined by negotiation with the prime contractor Spalding DeDecker Associates, and MDOT. The prime contractor and MDOT reached a middle negotiated price of \$67.12 per ton. The cost was justified and deemed reasonable after checking the price with the subcontractor, who provided a quote showing a \$2.00 per ton price difference between 3C and LVSP mixes (with LVSP being more costly). Therefore, it was decided between the parties to determine the cost of the HMA, 3C to be equivalent to \$2.00 per ton less than the unit price for the HMA, LVSP. The extra cost for HMA, 3C was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in the contract.

CM 2

After cold milling the roadway and drive approaches down to the existing brick layer, uneven surfaces required the placement of hot mix asphalt hand patching material to fill in the varying uneven brick layer. This will aid in an overall smooth top surface by pre-filling in these areas. The cost was submitted by the contractor, and reviewed and approved by Spalding DeDecker Associates and the city. The extra cost for Hand Patching was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

An existing asphalt approach was removed and replaced on the project to accommodate the revised layout of proposed curb and gutter work. This work will improve the drainage features with the new pavement surface in conjunction with the curb and gutter. The cost was submitted by the contractor, reviewed, and approved by Spalding DeDecker Associates and the city. The extra cost for HMA Approach was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Temporary pavement markings were used during construction to allow the road to be opened prior to the 14-day cure period required for permanent markings at the discretion of the city. This reduced the amount of user delays for this roadway. The cost was submitted by the contractor, reviewed, and approved by Spalding DeDecker Associates and the city. The extra cost for Pavement Marking, Type R, 4 inch, Yellow, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The maintaining traffic plan required the removal of pavement markings at the south end of South Main Street to tie in the temporary markings with proposed permanent markings. This allowed the motorist a clear guidance with the roadway lines. The cost was submitted by the contractor, reviewed, and approved by Spalding DeDecker Associates and the city. The extra cost for Rem Curing Compound, for Spec Mrkg was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

These Extras were recommended for approval by the State Transportation Commission at its January 27, 2011 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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: American Recovery and Reinvestment Act funds, 100%, unless otherwise noted.

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

Risk Assessment: 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: 48043.

91. **Extra 2011-06**

Control Section/Job Number: 81609-86104 Local Agency Project

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

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

Contractor: Atsalis Brothers Painting Company
 22189 E. Fourteen Mile Road
 Clinton Twp., MI 48035

Designed By: Spalding DeDecker Associates, Inc.
 Engineer's Estimate: \$2,599,683.40

Description of Project:

0.30 mi of intersection reconstruction consisting of hot mix asphalt removal, paving, concrete curb and gutter, storm sewer construction and bridge painting on Geddes Road at South Huron Parkway and on South Huron Parkway from Geddes Road northerly to Fuller Road in the city of Ann Arbor, Washtenaw County. This project includes a 2 year bridge painting warranty.

Administrative Board Approval Date:	May 1, 2007	
Contract Date:	May 9, 2007	
Original Contract Amount:	\$2,323,283.95	
Total of Overruns/Changes (Approved to Date):	103,481.80	+ 4.45%
Total of Extras/Adjustments (Approved to Date):	414,691.16	+ 17.85%
Total of Negative Adjustments (Approved to Date):	(213,900.00)	- 9.21%
THIS REQUEST	<u>901,510.62</u>	+ 38.80%
Revised Total	<u>\$3,529,067.53</u>	+ 51.89%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.09% over the original budget for an **Authorized to Date Amount** of \$2,627,556.91.

Approval of this extra will place the authorized status of the contract 51.89% or \$1,205,783.58 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-176	21	\$7,570.00	11/18/08
2009-072	24, 26	\$47,434.07	07/21/09
2010-08	29, 30	\$223,760.67	02/02/10

Contract Modification Number(s): 31

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

CM 31

89239A

Retrofit Steel Adjustment

901,510.62 Dlr @ \$1.00/Dlr

\$901,510.62

Total

\$901,510.62

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

CM 31

This contract modification authorizes an adjustment for Retrofit Steel in the amount of \$901,510.62.

Background: Due to additional corrosion found on the steel bridge beams at the time of construction, additional retrofit steel was required to complete the project. However, a dispute arose regarding the proper method of payment. The City of Ann Arbor's position was that the retrofit steel should be paid for as additional quantities in accordance with Section 109.04 of the Standard Specifications. The contractor's position was that repairs should be paid for as extra work. The University Region Office Review position, in their decision dated March 4, 2010, was that the repairs represented a significant change in the character of the work. The contractor was willing to accept the University Region Engineer's position that the repairs represented a significant change in the character of the work. However, he questioned certain region office calculations made to arrive at the total value of the work.

In an attempt to settle this matter, the region engineer assembled an Independent Peer Review Panel to hear the contractor's, city's and region's arguments regarding the proper method of calculating various portions of the adjustment. The Independent Peer Review Panel, in their opinion dated May 10, 2010, partially agreed with all parties and provided their own calculation of the value of the various portions of the work being contested by the contractor.

To settle this matter, the region engineer offered to compensate the contractor in accordance with the Independent Peer Review Panel recommendations and calculations. The contractor countered the region engineer's offer, which the region engineer and city of Ann Arbor accepted with several conditions and subject to the approval of this contract modification.

The region engineer will recommend and the contractor will accept \$1,183,668.40, which includes \$213,900 in liquidated damages relief previously authorized and amounts previously paid for retrofit steel, as payment in-full for the Retrofit Steel Adjustment. The adjustment includes:

\$88,725.10 for Atsalis Labor
\$18,049.77 for Atsalis Materials
\$169,808.80 for Atsalis Equipment, Excluding Scaffolding
\$347,554.56 for Atsalis Scaffolding
\$227,370.70 for Slagter Construction Work
\$10,204.32 for Atsalis 5% Mark-Up on Subcontractor Work
\$15,677.48 for All Other Atsalis Mark-Ups
\$78,300.00 for Minor Traffic Devices
\$14,077.67 for Atsalis Traffic Control Pay Items
\$213,900.00 for Liquidated Damages Relief
\$1,183,668.40 Total

and deductions in the amount of:

-\$213,900.00 Liquidated Damages Relief Previously Authorized by Contract Modification No. 29
-62,010.90 Amount Previously Paid for Str Steel, Retrofit, Fum, Fab & Erect
-6,246.88 Amount Previously Paid for Str Steel, Retrofit, Fum & Fab Only

Final summary amount:

\$901,510.62 Total Retrofit Steel Adjustment

As part of this agreement, the contractor affirms that he will seek no further compensation regarding the retrofit steel repairs; he will seek no further compensation regarding any other matter on this project, including matters associated with extensions of time; that he, with the exception of the amount of this authorization, expects no further payment from the department for any work as he has been paid in-full for all work performed; and that he will accept this contract modification without any reservation whatsoever. These affirmations also apply to all subcontractors.

EXTENSION OF TIME, REVISED CONTRACT COMPLETION DATE

In accordance with the Region Office Review Decision dated March 4, 2010, and with the contractor's agreement, the contract completion date is extended to May 9, 2008, without the assessment of liquidated damages due to additional work associated with the retrofit steel repairs.

This contract modification was discussed with, and approved by, City of Ann Arbor Senior Project Manager Michael G. Nearing and by University Region Engineer Mark Chaput on August 17, 2010.

The cost for the Retrofit Steel Adjustment was based on Section 103.03 Adjustments – of the 2003 Standard Specifications for Construction and settlement negotiations with the contractor.

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

This Extra was recommended for approval by the State Transportation Commission at its January 27, 2011, meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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:

86104A: FHWA, 76.93%; City of Ann Arbor, 23.07%;

89239A: FHWA, 80.01%; City of Ann Arbor, 19.99%, 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: 48104.

92. **Extra 2011-07**

Control Section/Job Number: 28055-106303 Local Agency Project

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

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

Contractor: Rieth-Riley Construction Co., Inc.
P O Box 477
Goshen, IN 46527-0477

Designed By: KPM Engineering
Engineer's Estimate: \$ 463,636.97

Description of Project:

1.37 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate shoulders, guardrail, slope restoration, and pavement marking on Karlin Road from Youker Road northerly to M-137, Grand Traverse County.

Administrative Board Approval Date:	October 16, 2009	
Contract Date:	December 17, 2009	
Original Contract Amount:	\$403,457.82	
Total of Overruns/Changes (Approved to Date):	(277,036.05)	- 68.67%
Total of Extras/Adjustments (Approved to Date):	272,814.00	+ 67.62%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>2,529.70</u>	<u>+ 0.63%</u>
Revised Total	<u>\$401,765.47</u>	- 0.42%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract (1.05%) under the original budget for an **Authorized to Date Amount** of \$399,235.77.

Approval of this extra will place the authorized status of the contract (0.42%) or (\$1,692.35) under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-102	1	\$272,814.00	08/03/10

Contract Modification Number(s): 3

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

CM 3			
HMA, LVSP	61.70 Ton @ \$41.00/Ton		<u>\$2,529.70</u>
Total			<u>\$2,529.70</u>

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

CM 3

This request is to balance the extra contract item of hot mix asphalt work now that the project is complete. This item was originally created on Contract Modification 1 and approved by the State Administrative Board (SAB) on August 3, 2010. As previously noted with the SAB, MDOT has phased into using Superpave mixtures for all HMA work. Local agencies statewide are transitioning into using these mixtures in their projects. The Local Agency Programs Mixture Selection Guidelines still permit the use of some Marshall mixtures, but encourage the use of Superpave mixtures. The contractor has requested to substitute hot mix asphalt, low volume super pave (HMA, LVSP) for the HMA, 13A included in the contract for the same unit price. This substitution will coincide with MDOT's implementation of Superpave mixtures and was discussed with the MDOT delivery engineer. This change also includes the addition of 03SP501(F), Special Provision for Superpave HMA Mixtures, to the contract documents. There are no offsetting items for this increase in work on the project site. The extra cost for HMA, LVSP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in the contract.

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

This Extra was recommended for approval by the State Transportation Commission at its January 27, 2011 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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: American Recovery and Reinvestment Act funds, 100%, unless otherwise noted.

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

Risk Assessment: 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: 49643.

93. **Extra 2011-09**

Control Section/Job Number: 82025-86343 Local Agency Project
 State Administrative Board - This project exceeds the 6% limit for reviewing extras.
 State Transportation Commission - This project exceeds the 10% limit for reviewing extras.
 Contractor: Walter Toebe Construction Company
 PO Box 930129
 Wixom, MI 48393-0129
 Designed By: DLZ
 Engineer's Estimate: \$ 966,000.00

Description of Project:

Bridge removal and replacement along with related approach work including hot mix asphalt paving, guardrail placement, and watermain work on Ridge Road over the Rouge River in the city of Detroit, Wayne County.

Administrative Board Approval Date:	March 17, 2009	
Contract Date:	March 31, 2009	
Original Contract Amount:	\$908,417.76	
Total of Overruns/Changes (Approved to Date):	(17,580.30)	- 1.94%
Total of Extras/Adjustments (Approved to Date):	43,421.18	+ 4.78%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>62,590.25</u>	+ <u>6.89%</u>
Revised Total	<u>\$996,848.89</u>	+ 9.73%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.84% over the original budget for an **Authorized to Date Amount** of \$934,258.64.

Approval of this extra will place the authorized status of the contract 9.73% or \$88,431.13 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7 r.3, 10 r.2, 11 r.2, 12 r.1

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

CM 7		
_ 1/4 inch Galvanized Steel Plates	360.87 Dlr @ \$1.00/Dlr	<u>\$360.87</u>
Total		<u>\$360.87</u>
 CM 10		
_ In Plant Inspection for Bridge Railing	1,605.45 Dlr @ \$1.00/Dlr	<u>\$1,605.45</u>
Total		<u>\$1,605.45</u>

CM 11

_Extra Work-Force Account, Rem and repl ADA ramp to meet new pvmt.	1.00 Dlr @ \$1,566.01/Dlr	\$1,566.01
_Extra Work-Force Account, Undercut and Backfill Peat Material	1.00 Dlr @ \$45,522.54/Dlr	45,522.54
Total		<u>\$47,088.55</u>

CM 12

_Re-mobilization-De-mobilization	1.00 Ls @ \$4,357.50/Ls	\$4,357.50
Excavation, Earth Riverbank	51.00 Cyd @ \$37.38/Cyd	1,906.38
Riprap, Plain, LM Retention Basin	50.00 Cyd @ \$145.43/Cyd	7,271.50
Total		<u>\$13,535.38</u>

Grand Total**\$62,590.25****Reason(s) for Extra(s)/Adjustment(s):****CM 7**

During the design phase, the expansion joint was originally detailed to stop at the inside curb edge. It was changed prior to bid to extend the joint through the sidewalk to separate the bridge deck from the road approach pavement. Additional plates were required on the backside of the curb at the expansion joint between the road pavement and the bridge deck. The plates will prevent material from plugging up the expansion joint when the curb is backfilled with topsoil for turf restoration. The project engineer requested the plates be installed and an extra item created. The contractor submitted a price for material, labor and equipment costs. The extra cost for 1/4 inch Galvanized Steel Plates was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to blue book equipment values, standard labor rates, and standard material costs.

CM 10

In accordance with MDOT Standard Specifications for Construction, shop inspection of fabricated structural steel work is required for material acceptance. This work consists of the inspection of the fabrication of galvanized bridge railing on the project. The price includes all in-plant inspection services and insurance requirements to inspect the fabrication of these railings by certified inspectors. The City of Detroit Engineering Division does not have the expertise to perform these inspections; therefore, the work was contracted to Non-Destructive Testing Group. The extra cost for In Plant Inspection for Bridge Railing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs are deemed reasonable when the project engineer reviewed the estimated hours and the rate for the inspection for the technical service provided. This is based on a review of historical technical contracts for the same services. This item of work is non-participating and 100 percent local funded by the City of Detroit, Department of Public Works.

CM 11

During paving operations it was determined that the proposed top of pavement would be two inches below the edge of the ADA sidewalk ramp at the approach to the bridge. This required an adjustment to the ADA ramp for safety purposes to match the new field conditions. The contractor, designer and project engineer determined that the most cost effective solution would be to remove a section of the sidewalk, curb, and lower them so the ramp would meet the new top of pavement. This item includes all labor, equipment and materials necessary to remove the sidewalk, curb, and replace them at the required elevation to match the new pavement. The cost for the Extra Work-Force Account, Rem and repl ADA ramp to meet new pvmt. was based on Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction, which is to be used when MDOT and the contractor cannot come to an agreement on the price of an extra.

During construction, the contractor encountered peat material under the north approach to the bridge. The project engineer instructed the contractor to remove this unsuitable material and replace it with a stone backfill material, 21AA aggregate. This was an unforeseen change in soil conditions on the project. This item includes all labor, equipment and material necessary to excavate and dispose of the peat material, and to place and compact the back fill material. The cost for the _Extra Work-Force Account, Undercut and Backfill Peat Material was based on Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor cannot come to an agreement on the price of an extra.

CM 12

A drainage issue was discovered, necessitating a return to the site by the contractor to perform additional work. This occurred after the project work was complete and after the original contract completion date, but prior to project final acceptance. The project engineer did not accept the project due to this safety concern for public within the project limits. The extra cost for _Re-mobilization-De-mobilization was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on an estimate of the material, labor, and equipment necessary to complete this work.

To construct the new drainage pipe and outlet, poor riverbank material required removal for the placement of a solid bedding material to avoid settlement. In addition, removal of riverbank material was also for the proposed placement of heavy stone material at the end of the proposed drainage pipe. The extra cost for Excavation, Earth Riverbank was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index for peat excavation.

This item is for the construction of a 30 ft by 7.5 ft by 5.5 ft deep stone filled retention basin, which will hold the drainage from the north side approach and is designed to end the flooding of the north approach. The work included the careful hand placement of the riprap rock in the pit to create the proper intermixing of the stone matrix. The basin will retain most storm drainage and will overflow to the Rouge River in heavy rains. This design has been reviewed and approved by the Michigan Department of Natural Resources and Environment. The extra cost for Excavation, Earth Riverbank was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index for heavy riprap loose measure.

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

These Extras were recommended for approval by the State Transportation Commission at its January 27, 2011 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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: State Restricted Trunkline, 95%; City of Detroit, 5%, unless otherwise noted.

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

Risk Assessment: 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: 48219.

94. **Extra 2011-10**

Control Section/Job Number: 82194-84780 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: J. Ranck Electric, Inc.
1993 Gover Parkway
Mt. Pleasant, MI 48858-8137

Designed By: HNTB
Engineer's Estimate: \$ 1,291,483.69

Description of Project:

0.64 mi of approaches to pedestrian bridge including concrete paving and decorative pavers, apron lighting, benches, and trash receptacles on I-75 at Bagley Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	May 19, 2009	
Contract Date:	June 9, 2009	
Original Contract Amount:	\$1,179,795.74	
Total of Overruns/Changes (Approved to Date):	26,231.25	+ 2.22%
Total of Extras/Adjustments (Approved to Date):	71,149.12	+ 6.03%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>27,545.09</u>	+ <u>2.33%</u>
Revised Total	<u>\$1,304,721.20</u>	+ 10.58%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.25% over the original budget for an **Authorized to Date Amount** of \$1,277,176.11.

Approval of this extra will place the authorized status of the contract 10.58% or \$124,925.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-166	6 r.1	\$864.88	12/21/10

Contract Modification Number(s): 5 r.3

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

CM 5

_ Plaza wiring system fusing	12,183.00 Dlr @ \$1.00/Dlr	\$12,183.00
_ Seating Support Frame	6,712.09 Dlr @ \$1.00/Dlr	6,712.09
_ Trash Receptacle	8,650.00 Dlr @ \$1.00/Dlr	<u>8,650.00</u>
Total		<u>\$27,545.09</u>

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

CM 5

The engineer made the determination to install a fuse holder and associated fuses at each plaza lighting fixture on the project. This will allow for a more individualized lighting schematic plan, and provide for a better overload protection of the lighting system. There are no offsetting reductions for this item. The extra cost for _Plaza wiring system fusing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the costs for the estimated labor, material, and equipment needed to complete this work.

The engineer directed the contractor to install a support frame for the benches that was durable enough to support the rolled perforated material of the benches. Safety to the users will be increased because of this additional work. There is no offsetting reduction for this item. The extra cost for _Seating Support Frame was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the costs for the estimated labor, material, and equipment needed to complete this work.

The trash receptacle per specification consisted of an EI Centro model ECAT. The engineer consulted with the maintainers of the system after award and a decision was made to install the preferred Hess Quarta model manufactured by Hess America. The original price of \$2,300 per trash receptacle is being increased to \$6,625 each. There is no offsetting reduction for this item. The extra cost for _Trash Receptacle was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the costs for the estimated labor, material, and equipment needed to complete this work.

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

These Extras are recommended for approval by the State Administrative Board on February 1, 2011.

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%; State Restricted Trunkline, 18.15%, unless otherwise noted.

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

Risk Assessment: 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: 48216.

95. **Extra 2011-11**

Control Section/Job Number: 44043-79776 MDOT Project

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

State Transportation Commission - This project exceeds the \$250,000 limit for reviewing extras.

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

Designed By: MDOT
Engineer's Estimate: \$39,473,878.12

Description of Project:

10.14 mi of concrete pavement and shoulder reconstruction, guardrail and drainage improvements, and bridge rehabilitation of 12 bridges on I-69 from east of M-15 easterly to east of M-24, Genesee and Lapeer Counties. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	January 20, 2009	
Contract Date:	February 13, 2009	
Original Contract Amount:	\$33,560,834.97	
Total of Overruns/Changes (Approved to Date):	1,104,792.61	+ 3.29%
Total of Extras/Adjustments (Approved to Date):	1,670,954.92	+ 4.98%
Total of Negative Adjustments (Approved to Date):	(175,500.00)	- 0.52%
THIS REQUEST	<u>537,003.89</u>	+ 1.60%
Revised Total	<u>\$36,698,086.39</u>	+ 9.35%

Offset Information

Total Offsets This Request	(\$1,395,513.99)	- 4.16%
Net Revised Request	(\$858,510.10)	- 2.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.75% over the original budget for an **Authorized to Date Amount** of \$36,161,082.50.

Approval of this extra will place the authorized status of the contract 9.35% or \$3,137,251.42 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2009-156	3 r. 1	\$750,000.00	12/01/09
2010-035	5	\$485,400.40	03/02/10

Contract Modification Number(s): 14

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

CM 14

Value Engineering Change Proposal #1	1.00 Dlr @ \$537,003.89	<u>\$537,003.89</u>
Total		<u>\$537,003.89</u>

CM 14 Offset Information

Shoulder, CI II, 6 inch, Modified	-97,132.00 Syd @ \$3.35/Syd	(\$325,392.20)
Dr Structure Cover	-16,190.00 Lb @ \$0.50/Lb	(8,095.00)
Dr Structure, 48 inch dia	-32.00/Ea @ \$373.86/Ea	(11,963.52)
Dr Structure, Rem	-32.00 Ea @ \$28.42/Ea	(909.44)
Embankment, CIP	-450.00 Cyd @ \$2.02/Cyd	(909.00)
HMA, 2C	-9,359.00 Ton @ 38.00/Ton	(355,642.00)
HMA, 3C	-3,797.00 Ton @ \$40.25/Ton	(152,829.25)
HMA, 4C	-9,532.00 Ton @ \$43.25/Ton	(412,259.00)
Pavt Mrkg, Longit, 6" or Less Width, Rem	-53,540.00 Ft @ \$0.25/Ft	(13,385.00)
Pavt, Rem	-55,141.00 Syd @ \$0.01/Syd	(551.41)
Sewer Tap, 6 inch	-66.00 Ea @ \$37.87/Ea	(2,499.42)
Sewer, CI E, 15 inch, Tr Det B	-6,873.00 Ft @ \$10.11/Ft	(69,486.03)
Sewer, Rem, Less than 24 inch	-5,524.00 Ft @ \$1.20/Ft	(6,628.80)
Trenching	-61.00 Sta @ \$170.32/Sta	(10,389.52)
Underdrain Outlet, 6 inch	-2,270.00 Ft @ \$8.35/Ft	(18,954.50)
Underdrain, Outlet Ending, 6 inch	-66.00 Ea @ \$85.15/Ea	(5,619.90)
Total		<u>(\$1,395,513.99)</u>

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

CM 14

The contractor presented a Value Engineering Change Proposal (VECP#1) to MDOT's Davison TSC. The VECP#1 consisted of reductions in multiple original contract quantities, which revised the original configuration of the temporary crossovers and traffic staging. The VECP was submitted per the requirements in the Supplemental Specification for VECP, as contained in the project proposal. The VECP was submitted with a cost savings of \$1,074,007.78. The contractor is to receive one-half of the net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$537,003.89. The cost for Value Engineering was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The cost was deemed reasonable as a part of a VECP review. FHWA participated and concurred with the cost savings proposal on April 16, 2009. Final quantities are documented in the permanent project files according to the MDOT documentation standards.

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

This Extra was recommended for approval by the State Transportation Commission at its January 27, 2011, meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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:

79776A: FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted;

88206A: FHWA, 80%; State Restricted Trunkline, 20%; unless otherwise noted;

90242A: 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: 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: 48423.

96. **Extra 2011-12**

Control Section/Job Number: 82400-100821 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd Ste 100
Troy, MI 48084-4892

Designed By: City of Detroit Traffic Engineering
Engineer's Estimate: \$ 5,067,988.75

Description of Project:

18.50 mi of hot mix asphalt resurfacing at 20 locations in the city of Detroit, Wayne County.

Administrative Board Approval Date:	October 16, 2007	
Contract Date:	February 15, 2008	
Original Contract Amount:	\$4,055,615.13	
Total of Overruns/Changes (Approved to Date):	47,735.00	+ 1.18%
Total of Extras/Adjustments (Approved to Date):	179,761.00	+ 4.43%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>100,554.16</u>	<u>+ 2.48%</u>
Revised Total	<u>\$4,383,665.29</u>	+ 8.09%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.61% over the original budget for an **Authorized to Date Amount** of \$4,283,111.13.

Approval of this extra will place the authorized status of the contract 8.09% or \$328,050.16 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8

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

CM 8		
Dr Structure Cover	54,649.00 Lb @ \$1.84/Lb	<u>\$100,554.16</u>
Total		<u>\$100,554.16</u>

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

CM 8

This project was developed to improve the safety of the roadway by resurfacing multiple locations within the City of Detroit. During the course of construction, the existing drainage structure covers were deemed in poor condition once the contractor began making cover adjustments in preparation for the resurfacing work. The condition warranted replacement to promote positive drainage and avoid failures around these drainage structures. The engineer provided the contractor written work order number one to proceed with the work. The work commenced under a previous approved contract modification number 2, and this will balance out the final as-constructed quantity. The extra cost for Dr Structure Cover was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

This Extra was recommended for approval by the State Administrative Board on February 1, 2011.

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%; 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: 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: 48226.

97. **Extra 2011-13**

Control Section/Job Number: 09033-106473 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Saginaw Asphalt Paving Co.
2981 Carrollton Rd
Saginaw, MI 48604-2312

Designed By: MDOT

Engineer's Estimate: \$ 1,673,661.85

Description of Project:

11.15 mi of cold milling and hot mix asphalt ultra-thin overlay on M-13 from Linwood Road northerly to Johnson Creek, on M-46 from near Gaslight Lane easterly to St. Andrews Road, and on M-58 from Warwick Street easterly to State Street in the city of Saginaw, Saginaw and Bay Counties. This project includes a 2 year pavement performance warranty.

Administrative Board Approval Date:	December 15, 2009	
Contract Date:	December 23, 2009	
Original Contract Amount:	\$1,499,159.00	
Total of Overruns/Changes (Approved to Date):	(97,025.46)	- 6.47%
Total of Extras/Adjustments (Approved to Date):	89,774.50	+ 5.99%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>8,913.61</u>	<u>+ 0.59%</u>
Revised Total	<u>\$1,500,821.65</u>	+ 0.11%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract (0.48%) under the original budget for an **Authorized to Date Amount** of \$1,491,908.04.

Approval of this extra will place the authorized status of the contract 0.11% or \$1,662.65 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

CM 2		
Cold Milling HMA Surface	21,714.45 Syd @ \$0.25/Syd	\$5,428.61
Hand Patching	41.00 Ton @ \$85.00/Ton	<u>3,485.00</u>
Total		<u>\$8,913.61</u>

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

CM 2

In an effort to utilize the contractor in the vicinity of this project, and promote safety within the area, the project limits were extended 1500 feet at the M-58 and M-47 intersection. The contractor was directed by the engineer to cold mill the hot mix asphalt (HMA) surface to these limits. The milled out area was then covered with a HMA hand patching item. This change allowed the new HMA surface on M-58 to tie into the existing concrete pavement on M-47. This was discussed and authorized with David Calabrese, Federal Highway Administration. The extra cost for Cold Milling HMA surface and Hand Patching was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

These Extra are recommended for approval by the State Administrative Board on February 1, 2011.

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%; State Restricted Trunkline, 18.15%, unless otherwise noted.

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

Risk Assessment: 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: 48634.

98. **Extra 2011-14**

Control Section/Job Number: 73021-106478 MDOT Project

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

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

Contractor: Tony Angelo Cement Construction Company
46850 Grand River Avenue
Novi, MI 48374-1327

Designed By: MDOT

Engineer's Estimate: \$ 2,155,868.49

Description of Project:

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.

Administrative Board Approval Date: January 19, 2010

Contract Date: February 02, 2010

Original Contract Amount:	\$1,864,098.33	
Total of Overruns/Changes (Approved to Date):	(456,001.01)	- 24.46%
Total of Extras/Adjustments (Approved to Date):	572,322.22	+ 30.70%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>33,660.04</u>	<u>+ 1.81%</u>
Revised Total	<u>\$2,014,079.58</u>	8.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.24% over the original budget for an **Authorized to Date Amount** of \$1,980,419.54.

Approval of this extra will place the authorized status of the contract 8.05% or \$149,981.25 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-083	1 r.1	\$415,701.00	07/06/10
2010-124	2 r.1	\$155,781.22	10/19/10

Contract Modification Number(s): 4 r.3

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

CM 4

Pavt Repr, HMA, Moving from Repr to Repr	568.00 Ea @ \$31.36/Ea	\$17,812.48
Cold Milling HMA Surface	656.21 Syd @ \$14.09/Syd	9,246.00
Flag Control Relocating Barrels	1.00 LS @ \$6,601.56/LS	6,601.56
Total		<u>\$33,660.04</u>

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

CM 4

The existing HMA shoulder on eastbound M-57 was damaged during mainline concrete pavement patch removal operations despite reasonable care taken by the contractor. The existing shoulder adjacent to the patches was 1.5-inches thick or less, not the 4-inch depth shown on the plans. This may be attributed to the shoulder "break up". The contractor was directed to repair areas of the existing HMA shoulder that were damaged during patching operations. Repairs were made by sawcutting a clean edge to the new concrete patches, milling a 16-inch wide strip adjacent to the concrete patch, and placing 1.5-inches thick of HMA to repair the damaged areas. The contractor was required to move from one repair location to another, and while at each location the contractor would then conduct the coldmilling on the shoulder surface. The contractor and engineer negotiated the compensation for HMA placed in the milled area using an original HMA contract pay item. The extra cost for Pavt Repr, HMA, Moving from Repr to Repr was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost for Cold Milling HMA Surface was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

To provide a safe work zone, flag control and the relocation of plastic drum barrels was necessary for the various repair locations on the project. The extra cost for Flag Control Relocating Barrels was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its January 27, 2011 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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

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

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

Funding Source: FHWA, 81.85%, State Restricted Trunkline Funds, 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: 48616.

99. **Extra 2011-15**

Control Section/Job Number:	63031-80916	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Rd Shelby Twp., MI 48315-2707	
Designed By:	MDOT	
Engineer's Estimate:	\$ 32,975,156.60	

Description of Project:

7.06 mi of concrete inlay reconstruction, open graded drainage course, cold milling hot mix asphalt, pavement repairs, curb and gutter, drainage, sign and signal replacement and repairs, and ADA ramp improvements on US-24 (Telegraph Road) from I-696 to Long Lake Road in the city of Southfield, villages of Franklin and Bingham Farms, Oakland County. This project includes two 5 year materials and workmanship pavement warranties.

Administrative Board Approval Date:	March 16, 2010	
Contract Date:	April 6, 2010	
Original Contract Amount:	\$31,936,806.98	
Total of Overruns/Changes (Approved to Date):	307,166.35	+ 0.96%
Total of Extras/Adjustments (Approved to Date):	471,510.28	+ 1.48%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>536,350.00</u>	<u>+ 1.68%</u>
Revised Total	<u>\$33,251,833.61</u>	+ 4.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.44% over the original budget for an **Authorized to Date Amount** of \$32,715,483.61.

Approval of this extra will place the authorized status of the contract 4.12% or \$1,315,026.63 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-142	12	\$359,545.00	11/03/10

Contract Modification Number(s): 31

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

CM 31

_ Acceleration-13 Mile Road	10,600.00 Dlr @ \$1.00/Dlr	\$10,600.00
_ Acceleration-13 Mile Road		
Incremental Incentive/Disincentive	5.00 Cday @ \$750.00/Cday	3,750.00
_ Acceleration-14 Mile Road		
Incremental Incentive/Disincentive	5.00 Cday @ \$750.00/Cday	3,750.00
_ Acceleration Lone Pine Road	14,250.00 Dlr @ \$1.00/Dlr	14,250.00
_ Acceleration Lone Pine Road		
Incremental Incentive/Disincentive	5.00 Cday @ \$1,000.00/Cday	5,000.00
_ Acceleration Long Lake Road	32,600.00 Dlr @ \$1.00/Dlr	32,600.00
_ Acceleration Long Lake Road		
Incremental Incentive/Disincentive	5.00 Cday @ \$2,500.00/Cday	12,500.00
_ Acceleration Long Lake Road #2	6,800.00 Dlr @ \$1.00/Dlr	6,800.00
_ Acceleration Long Lake Road #2		
Incremental Incentive/Disincentive	3.00 Cday @ \$500.00/Cday	1,500.00
_ Acceleration-Mainline US-24	375,000.00 Dlr @ \$1.00/Dlr	375,000.00
_ Acceleration-Mainline US-24		
Incremental Incentive/Disincentive	8.00 Cday @ \$7,500.00/Cday	60,000.00
_ Acceleration-14 Mile Road	10,600.00 Dlr @ \$1.00/Dlr	<u>10,600.00</u>
Total		<u>\$536,350.00</u>

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

CM 31

At the direction of the Chief Operations Officer, Greg Johnson, the Region Engineer, Tony Kratofil, the Oakland TSC Manager, Mia Silver, and with concept approval by the Federal Highway Administration (FHWA), the contractor was directed to proceed with the "2010 Acceleration Cost Proposal-Revised" as attached to project Work Order #9. These documents are located in the project files and a copy is located with Robert Fijol, FHWA. A user delay analysis was provided by Metro Region Traffic Engineer, Matt Smith, which was used by the group for the motorist impacts they faced with the project mobility decisions on these routes. In summary, mainline US-24 was accelerated to an open to traffic date of November 24, 2010. Long Lake Road and signalized cross-over(s) were accelerated to an open to traffic on November 10, 2010, and Lone Pine Road, 14 Mile Road, and 13 Mile Roads were accelerated to an open to traffic date of November 17, 2010. The extra cost for the above noted extra items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with user delay costs in a MDOT traffic engineering software tool known as CO3.

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

These Extras were recommended for approval by the State Transportation Commission at its January 27, 2011, meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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:

102194A: FHWA, 81.85%; State Restricted Trunkline, 15.88%; City of Southfield 2.27%; unless otherwise noted.

102632A: FHWA, 100%; unless otherwise noted.

80916A: FHWA, 81.83%; State Restricted Trunkline, 17.61%; City of Southfield 0.54%; Detroit Edison, 0.02%; unless otherwise noted.

83704A: FHWA, 80.00%; State Restricted Trunkline, 20.00%; unless otherwise noted.

84064A: FHWA, 81.85%; State Restricted Trunkline, 18.15%; unless otherwise noted.

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

Risk Assessment: 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: 48341.

100. **Extra 2011-16**

Control Section/Job Number: 77023-59637 MDOT Project

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

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

Contractor: 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):	141,047.07	+ 2.62%
Total of Extras/Adjustments (Approved to Date):	468,422.50	+ 8.72%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>130,153.80</u>	<u>+ 2.42%</u>
Revised Total	<u>\$6,113,860.81</u>	+ 13.76%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.34% over the original budget for an **Authorized to Date Amount** of \$5,983,707.01.

Approval of this extra will place the authorized status of the contract 13.76% or \$739,623.37 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
2010-002	8	\$727.81	01/19/10
2010-162	12 r.1	\$119,987.69	12/07/10

Contract Modification Number(s): 11 r.3

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

CM 11

59637A			
Detroit Edison Electrical Delay	32,538.45 Dlr @ \$1.00/Dlr		\$32,538.45
77009A			
Detroit Edison Electrical Delay	32,538.45 Dlr @ \$1.00/Dlr		32,538.45
83057A			
Detroit Edison Electrical Delay	32,538.45 Dlr @ \$1.00/Dlr		32,538.45
83060A			
Detroit Edison Electrical Delay	32,538.45 Dlr @ \$1.00/Dlr		<u>32,538.45</u>
Total			<u>\$130,153.80</u>

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

CM 11

Due to a plan error during the design phase of the project, the availability of new electrical services for the proposed ITS devices was not significantly detailed. As a result of this error, the contractor incurred significant extra cost during the construction phase due to a delay as new electrical services were being provided. The contractor was required to stop work until DTE provided the necessary electrical services at each device location. Once electrical service was provided, the contractor had to re-mobilize equipment and operations to resume work.

During the construction phase of the project, Nick Lefke from MDOT was involved in an effort to minimize time delays associated with the installation of the new electrical services. Proposed ITS device locations were moved prior to installation, where applicable, in an effort to minimize time delays. This issue was also discussed with the design consultant and the MDOT Design Project Manager, Michelle Mueller.

The extra costs associated with this delay are based on the contractor's provided documentation. This documentation has been reviewed by the engineer for accuracy. The extra costs associated with this work have been discussed with Robert Conway of the FHWA, and recommended for approval by the FHWA. Approval of this extra item of work is necessary to complete the contract work and provide a functional ITS system.

The extra cost for Detroit Edison Electrical Delay was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Transportation Commission at its January 27, 2011 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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.

OVERRUN

101. **Overrun 2011-02**

Control Section/Job Number: 73081-106318 MDOT Project

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

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Saginaw Asphalt Paving Co.
2981 Carrollton Rd
Saginaw, MI 48604-2312

Designed By: MDOT
Engineer's Estimate: \$ 888,403.56

Description of Project:

8.78 mi of hot mix asphalt cold milling, resurfacing, and centerline corrugations on M-81 from Indiantown Road easterly to Wadsworth Avenue, Saginaw County.

Administrative Board Approval Date:	November 3, 2009	
Contract Date:	December 10, 2009	
Original Contract Amount:	\$819,668.78	
Total of Overruns/Changes (Approved to Date):	81,966.88	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	100,207.83	+ 12.23%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>190,641.48</u>	+ 23.26%
Revised Total	<u>\$1,192,484.97</u>	+ 45.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 22.23% over the original budget for an **Authorized to Date Amount** of \$1,001,843.49.

Approval of this overrun will place the authorized status of the contract 45.49% or \$372,816.19 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 5E3	3,658.4433 Ton @ \$52.11/Ton	<u>\$190,641.48</u>
Total		<u>\$190,641.48</u>

Reason(s) for Overrun(s):

The engineer constructed the project according to the plans for resurfacing the roadway, including the turn lanes and widening areas. The engineer encountered insufficient quantities for the hot mix asphalt pavement in these areas. The resurfacing was necessary for improved safety of roadway and drainage on the project.

This Overrun was recommended for approval by the State Transportation Commission at its January 27, 2011, meeting and is now recommended for approval by the State Administrative Board on February 1, 2011.

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: American Recovery and Reinvestment Act funds, 100%, unless otherwise noted.

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

Risk Assessment: 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.

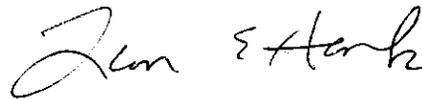
New Project Identification: This is an existing project already under contract.

Zip Code: 48601.

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,



for Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

**TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD**

T&NR Meeting: January 26, 2011 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: February 1, 2011 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

1. ***HIGHWAYS (Real Estate) - Right-of-Way License**

Contract (2011-0098) between MDOT and Ammex Tax and Duty Free Shops, Inc., is a license contract that will provide for access to the eastbound ramp from the Blue Water Bridge Plaza for the operation of the duty free facility in the city of Port Huron, Michigan. MDOT will receive 17 percent of the gross sales of all merchandise from the Ammex Tax and Duty Free Shops, Inc., Port Huron store(s) as rent. The contract will be in effect from February 1, 2011, through January 31, 2012. This is a revenue contract; MDOT will be paid an estimated \$1,000,000.

Criticality: This contract will allow MDOT to continue to license the break in limited access location and collect one million dollars per year in revenue.

Purpose/Business Case: To provide the licensee with a break in limited access right-of-way to access the Blue Water Bridge Plaza, in Port Huron, Michigan, for the purpose of operating the Ammex Tax and Duty Free Shops, Inc., store.

Benefit: MDOT benefits by utilizing its property and generating revenue. The State of Michigan will receive approximately one million dollars in revenue for the term of this license.

Funding Source: N/A - revenue generating.

Commitment Level: License rate was determined by contract appraisal.

Risk Assessment: Not approving this license would result in a loss of revenue to the State of Michigan in the amount of approximately one million dollars.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

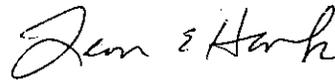
New Project Identification: This is not a new project.

Zip Code: 48060.

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 item on this agenda.

The approval by the State Administrative Board of this contract 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 contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,



 Kirk T. Steudle
Director

SECOND SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 26, 2011 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: February 1, 2011 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

EXTRAS

1. **Extra 2011-26**

Control Section/Job Number: 50099-106723 Local Agency Project

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

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

Contractor: D.L.F., Inc.
PO Box 8
Romeo, MI 48065-0008

Designed By: Spicer Group
Engineer's Estimate: \$891,186.75

Description of Project:

0.38 mi of hot mix asphalt road reconstruction, concrete curb, gutter, and sidewalks, drainage, watermain, pavement markings, and slope restoration on Fulton Street from Main Street northerly to Armada Center Road in the village of Armada, Macomb County.

Administrative Board Approval Date:	February 16, 2010	
Contract Date:	April 14, 2010	
Original Contract Amount:	\$631,177.23	
Total of Overruns/Changes (Approved to Date):	(64,590.07)	- 10.23%
Total of Extras/Adjustments (Approved to Date):	77,614.84	+ 12.30%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>5,036.41</u>	<u>+ 0.80%</u>
Revised Total	<u>\$649,238.41</u>	+ 2.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.07% over the original budget for an **Authorized to Date Amount** of \$644,202.00.

Approval of this extra will place the authorized status of the contract 7.36% or \$46,431.58 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 8, 9

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

CM 8		
_Decorative Pillar, Salv	1.00 LS @ \$1,312.37/LS	\$1,312.37
_Sanitary Sewer Repair	1.00 LS @ \$2,674.04/LS	<u>2,674.04</u>
Total		<u>\$3,986.41</u>
CM 9		
_Guardrail Terminal Ending	1.00 LS @ \$1,050.00/LS	\$1,050.00
Total		<u>\$1,050.00</u>
Grand Total		<u>\$5,036.41</u>

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

CM 8

A decorative pillar was necessary to be salvaged and relocated because of a large rock underground that was in conflict with the installation of the proposed watermain work in the plans. The stability of pillar foundation was deemed to be impacted during the removal of the rock. The work entailed the securing of the pillar, excavating the foundation, removal and salvage of the pillar, construction of a new foundation, and reinstalling the approximately 3'x3'x5' tall stone mortar pillar. The extra cost for _Decorative Pillar, Salv was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. This item of work is non-participating and 100 percent local funded by Village of Armada.

To avoid potential residential home damage, a sanitary sewer line repair had to be done to prevent sewer backup on a home located at 74680 Fulton Street. There are some offsetting items of work balanced on contract modification #3. The extra cost for _Sanitary Sewer Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. This item of work is non-participating and 100 percent local funded by Village of Armada.

CM 9

In the course of negotiations for an extra item of work for removing and salvaging guardrail, as identified on contract modification #5, the contractor made an inadvertent price error. The contractor did not include

the price for the guardrail end terminal on the submitted price. The engineer has agreed to and accepted this oversight on the contractor's part. This extra now compensates the contractor for the full removal and salvaging of the guardrail, including the ending. The extra cost for _Guardrail Terminal Ending was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. This item of work is non-participating and 100 percent local funded by Village of Armada.

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

This Extra was recommended for approval by the State Transportation Commission at its January 28, 2011 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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: American Recovery and Reinvestment Act funds, 100%, unless otherwise noted.

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

Risk Assessment: 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: 48005.

2. **Extra 2011-32**

Control Section/Job Number:	50099-106723	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	D.L.F., Inc. PO Box 8 Romeo, MI 48065-0008	
Designed By:	Spicer Group	
Engineer's Estimate:	\$ 891,186.75	

Description of Project:

0.38 mi of hot mix asphalt road reconstruction, concrete curb, gutter, and sidewalks, drainage, watermain, pavement markings, and slope restoration on Fulton Street from Main Street northerly to Armada Center Road in the village of Armada, Macomb County.

Administrative Board Approval Date:	February 16, 2010	
Contract Date:	April 14, 2010	
Original Contract Amount:	\$631,177.23	
Total of Overruns/Changes (Approved to Date):	(64,590.07)	- 10.23%
Total of Extras/Adjustments (Approved to Date):	82,651.25	+ 13.09%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>28,370.40</u>	<u>+ 4.49%</u>
Revised Total	<u>\$677,608.81</u>	+ 7.35%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.86% over the original budget for an **Authorized to Date Amount** of \$649,238.41.

Approval of this extra will place the authorized status of the contract 7.35% or \$46,431.58 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 10

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

CM 10

Curb and Gutter, Rem	11.50 Ft @ \$6.25/Ft	\$71.88
Subbase, LM	1,909.60 Cyd @ \$10.97/Cyd	20,948.31
_ Drainage Improvements Over Coon Creek	1.00 LS @ \$4,972.84/LS	4,972.84
_ Drainage Improvements at Prospect Street	1.00 LS @ \$1,087.37/LS	1,087.37
_ Trench Undercut and Backfill	43.00 Cyd @ \$30.00/Cyd	<u>1,290.00</u>
Total		<u>\$28,370.40</u>

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

CM 10

There was existing curb and gutter on the west side of Prospect and Fulton Street. The existing curb and gutter had to be removed due to the proposed change in road grade. This quantity was not posted by the inspector, and during final quantity review with the contractor, this error was pointed out, and that is what the item was adjusted up an additional 11.5 feet. There were no offsetting items of work. The extra cost for Curb and Gutter, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The final balancing quantity for the remaining sand subbase, as verified by tickets supplied by contractor and agreed upon by the engineer. The original quantity was added to the project by Work Order #5 and authorized on Contract Modification #6. This material will help drain the water from pavement cross section. The extra cost for Subbase, LM was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Drainage improvements were necessary where the proposed roadway met the existing bridge. This item entailed the removal of the widen asphalt pavement, re-grading of aggregate base and placement of curb and gutter. These improvements will assist in the control of surface runoff with the intent of keeping our environmental stewardship duties in alignment with erosion control near Coon Creek. The extra cost for _Drainage Improvements Over Coon Creek was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. This item of work is non-participating and 100 percent local funded by Village of Armada.

Other drainage improvements where added on the project at the intersection of Prospect and Fulton Street to remove standing water. This work was necessary to prevent flooding the home owner's property during a rain event. The extra cost for _Drainage Improvements at Prospect Street was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. This item of work is non-participating and 100 percent local funded by Village of Armada.

The water main trench had to be over excavated at multiple occurrences due to a large rock obstruction and large amounts of buried garbage situated at grade of the proposed water main. The work was necessary to provide stable bedding for the water main. The extra cost for _Trench Undercut and Backfill was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. This item of work is non-participating and 100 percent local funded by Village of Armada.

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

This Extra was recommended for approval by the State Transportation Commission at its January 28, 2011 meeting, and is now recommended for approval by the State Administrative Board on February 1, 2011.

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: American Recovery and Reinvestment Act funds, 100%, unless otherwise noted.

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

Risk Assessment: 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: 48005.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract 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 contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,



 Kirk T. Steudle
Director

Mr. Senyko presented the Transportation and Natural Resources Committee Report for the regular meeting of January 26, 2011. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Senyko moved that the Report covering the regular meeting of January 26, 2011, be approved and adopted with Items 3, 13, 14, 15, 16, 17, 20, 39, and 69 of the regular MDOT agenda withdrawn at the State Administrative Board on February 1, 2011. The motion was supported by Ms. Isaacs and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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


SECRETARY


CHAIRPERSON