

# APPROVED

April 7, 2009

Michigan State  
Administrative Board

Lansing, Michigan

March 17, 2009

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, March 17, 2009, at 11:00 a.m.

Present: Corina Pena Andorfer, Deputy Legal Counsel, representing Jennifer M. Granholm, Chairperson  
Christin McLellen, Assistant Legal Counsel, representing John D. Cherry, Jr., Lt. Governor  
Duane Berger, Director of Department Administration Services, representing Terri Lynn Land, Secretary of State  
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General  
Mary G. MacDowell, Director, Financial Services Bureau, Robert J. Kleine, State Treasurer  
Wayne Roe, Jr., Administrator, Contract Services Division, representing Kirk T. Steudle, Director, Department of Transportation  
Sherry Bond, Secretary

Absent: Michael P. Flanagan, Superintendent of Public Instruction

Others Present:

Pat Quinn, Department of Attorney General; Sergio Paneque, Department of Information Technology; Linda Feldpausch, Elise Lancaster, Janet Rouse, Department of Management and Budget; Janet Hunter-Moore, Department of Treasury; Wayne Workman, Baird; Jim Bliss, Dickinson, Wright; Chris Dembowski, David Massaron, Miller Canfield

1. CALL TO ORDER:

Ms. Andorfer called the meeting to order and led the Pledge of Allegiance to the Flag.

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

Ms. MacDowell moved that the minutes of the regular meeting of March 3, 2009, be approved and adopted. The motion was supported by Mr. Berger 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:

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

# APPROVED

March 17, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Building Committee was held at 11:00 a.m.  
on March 10, 2009. Those present being:

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

Member: Steven Liedel, representing Approved \_\_\_\_\_  
Governor Granholm

Member: Corina Andorfer, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Others: Iris Lopez, Department of Attorney General; Sergio Paneque,  
Department of Information Technology; David Arking, Sherry Bond,  
Linda Feldpausch, Elise Lancaster, Janet Rouse, Department of  
Management and Budget; Kris Squibb, Department of Natural  
Resources; Rick Dolan, Department of Transportation

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The Building Committee regular agenda was presented.

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

Mr. Saxton adjourned the meeting.

# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

March 10, 2009 / March 17, 2009  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

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

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF TRANSPORTATION, DETROIT – Raymond and Rosa L. Parks Integrated Transportation Campus – Building Construction Package  
File No. 591/04003.JAN - Index No. 27000  
Low Responsive Bidder: J.L. Judge Construction Services Company, LLC,  
Detroit; \$7,550,000.00

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

The purpose of this contract is to provide construction of a new 48,600 square foot, two story office building. This project will relocate the Detroit Transportation Service Center and the Michigan Intelligent Transportation System Center from lease spaces into one State owned building.

#### **Benefit**

The State will benefit by lease savings and having these functions consolidated in one facility.

#### **Funding Source**

100% Restricted Funds (Trunkline)

#### **Commitment**

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

#### **Risk Assessment**

Failure to approve this contract will result in these functions remaining in separate leased buildings.

#### **Zip Code**

48226

2. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Stevens T. Mason Building – Phase 2 Basement Renovations  
File No. 071/06094.DCS - Index No. 53220  
Low Responsive Bidder: Moore Trospen Construction Company, Holt;  
\$925,000.00

**Purpose/Business Case**

The purpose of this contract is to complete the renovations and upgrades to the Stevens T. Mason Building lower level. The overall scope of work will include extensive demolition, reconstruction of new office space and support areas, upgrades to the existing restrooms and lobby areas, new architectural building features, fire protection upgrades, and complete renovation to the HVAC system. The existing lower level HVAC and building systems have deteriorated with time and do not meet current building environment and space requirements.

**Benefit**

The State will benefit by providing a safe and code compliant environment to meet building space requirements.

**Funding Source**

100% State Building Authority Funds

**Commitment**

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

**Risk Assessment**

Failure to approve this contract could result in inadequate building ventilation and conditioned air capacity for the lower building area.

**Zip Code**

48909

**REVISION TO CONSTRUCTION CONTRACTS**

- 3. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, LANSING – USPFO  
Readiness Center – Phase II Renovations  
File No. 511/06060.EEW - Index No. 11618  
LDR Construction, LLC, Troy; CCO No. 1, Incr. \$637,745.00

**Purpose/Business Case**

The purpose of this change order is to install lockers for the individual soldiers' personal gear and equipment and replace the roof over four areas of the renovated warehouse.

**Benefit**

The State will benefit by ensuring that the facility is in compliance with the latest U.S. Department of Defense Security regulations for securing personal gear and equipment and to ensure that the storage areas remain weather tight.

**Funding Source**

100% Federal Funds

**Commitment**

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

**Risk Assessment**

Failure to approve this change order results in noncompliance with the latest U.S. Department of Defense Security regulations for securing personal gear and equipment.

**Zip Code**

48906

**CONTRACT CHANGE ORDER**

4. DEPARTMENT OF COMMUNITY HEALTH, LANSING - CCO #15 for Lease #11169 approved by the State Administrative Board on December 8, 2005, Item #1 between Heart of the City Associates, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Community Health, as Lessee. This CCO provides for reconfiguring electrical wiring, as requested by the Department of Community Health at a cost not-to-exceed \$5,979.00. The space is located at 400 South Pine Street, Lansing, Michigan 48933

**Purpose/Business Case**

The purpose of this CCO is to provide electricity to reconfigured work stations on the sixth floor.

**Benefit**

This CCO allows the Department to complete an office reconfiguration to consolidate space while allowing staff adequate work space to perform their assigned tasks.

**Source of Funds**

50% General Fund; 50% Federal Funds

**Commitment Level**

Present through June 30, 2029; however, this Lease contains an Executive New cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this CCO will hinder the Department from having sufficient work space for all staff assigned to this work location.

**Zip Code**

48933

5. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #35 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Community Health. This CCO provides for the electrical installation in Suite 11-400 as requested by the Department of Community Health at a cost not-to-exceed \$3,565.00. The space is located at 3044 West Grand Boulevard, Detroit, Michigan 48202.

**Purpose/Business Case**

The purpose of this CCO is to install three electrical circuits needed to complete a work station for a DCH employee assigned to work on the 11<sup>th</sup> floor of Cadillac Place.

**Benefit**

This CCO allows DCH to activate an unused workstation on the eleventh floor of Cadillac Place which is needed to accommodate one of its staff members who has been deployed there in response to increased local customer needs.

**Source of Funds**

100% GF/GP bill back from authorized DCH General Funds

**Commitment Level**

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

**Risk Assessment**

Non-approval of this CCO will hinder the Department from responding effectively to increased DCH customer service needs in Detroit.

**Zip Code**

48202

**LEASE FOR PRIVATE PROPERTY**

6. DEPARTMENT OF STATE, CANTON - New Lease #11299-2007 with Golden Gate Shopping Center, LLC, a Limited Liability Company, 4104 West Maple Road, Bloomfield Hills, Michigan 48301, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 6,000 square feet of office space located at 8500 North Lilley Road, Canton, Michigan 48187. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning June 1, 2009, or upon substantial completion, is \$18.50 (\$9,250.00 per month). This is a full service Lease. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$20.50 (\$10,250.00 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

Department operational needs have exceeded the physical limitations at their current location. The Department must acquire larger, more efficient office space to meet the increased transaction growth and to adequately provide customer service in the Western Wayne district.

**Benefit**

The benefit of this new lease allows the Department to meet the current and increased transaction growth demands in the Western Wayne district. This lease was competitively bid and the rental rate is within the current market rate for comparable space.

**Funding Source**

26% General Fund; 74% Restricted Funds

**Commitment Level**

Ten (10) years; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Lease will force the Department to remain in space that is inadequate to provide services for their customers.

**Zip Code**

48187

7. DEPARTMENT OF STATE POLICE, LANSING - Renewal of Lease #10120-2008 with Corprex Center, LLC, a Michigan Limited Liability Company, 2510 Kerry Street, Lansing, Michigan 48912, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee, for 2,545 square feet of office space located at 2510 Kerry Street, Lansing, Michigan 48912. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning March 1, 2009, or upon substantial completion, is \$20.00 (\$4,241.67 per month). This rate does not include public utilities. This Lease contains one five-year renewal option with an annual per square foot rental rate at the same annual per square foot rental rate as the initial term. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

The space continues to meet the operational needs of the Department. The previous lease did not contain any renewal options. There is no state-owned space available that meets this need.

**Benefit**

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

**Funding Source**

100% General Fund

**Commitment Level**

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

**Risk Assessment**

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could cause increased costs if they are required to relocate.

**Zip Code**

48912

**ADDENDUM TO LEASE FOR PRIVATE PROPERTY**

8. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, MUSKEGON - Addendum #1 to Lease #11283 approved by the State Administrative Board on August 5, 2008, Item #7, between Hinman Lake, LLC, a Limited Liability Company, 750 Trade Centre Way, Suite 100, Suite 100, Kalamazoo 49002, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 6,811 square feet of space located at 316 Morris Street, Muskegon, Michigan 49440. This Addendum provides for the addition of 256 square feet to the existing lease of 6,555 square feet for a revised total of 6,811 rentable square feet and modifying the rental rate accordingly, updating the transfer of ownership language and updating Enclosure A to the Lease. Effective

12/01/2008 through 5/31/2009, the annual per square foot rental rate for this space is Zero (\$0.00 per month). Effective 6/01/2009, through 5/31/2019 the total annual rental rate for this space increases to \$134,653.44 (\$11,221.12 per month). This Lease contains one five-year renewal option with a total annual rental rate of \$161,761.20 (\$13,480.10 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

**Purpose/Business Case**

The MRS office that DELEG has sited at this location has been assigned an additional Site Manager. The added square footage is comprised of an additional floor to ceiling office needed to accommodate that position.

**Benefit**

Accommodating another MRS Site Manager at this location will enhance service delivery to DELEG's customer base at this location.

**Source of Funds**

100% Federal Funds

**Commitment Level**

Through 05/31/2019; however, this Lease contains a standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Addendum will hinder the Department from deploying an approved and filled MRS Site Manager position as intended.

**Zip Code**

49440

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Ms. MacDowell presented the Building Committee Report for the regular meeting of March 10, 2009. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held March 10, 2009, be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

# APPROVED

March 17, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at **11:00 a.m.** on **March 10, 2009**. Those present being:

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

Member: Steven Liedel, representing Approved \_\_\_\_\_  
Governor Granholm

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

Others: Sergio Paneque, Department of Information Technology; David Arking, Sherry Bond, Linda Feldpausch, Elise Lancaster, Janet Rouse, Department of Management and Budget; Kris Squibb, Department of Natural Resources; Rick Dolan, Department of Transportation

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

Following discussion, Ms. Lopez moved that the regular and supplemental agendas be recommended to the State Administrative Board for approval with Item 1(3) of the regular agenda approved contingent upon clarification; Items 15(2) and 16(2) of the regular agenda contingent upon the protests being resolved by 5 p.m. on March 16, 2009; and Items 22(2) of the regular agenda and 1s(1) of the supplemental withdrawn by the Department of Management and Budget. The motion was supported by Mr. Liedel and unanimously adopted.

Mr. Saxton adjourned the meeting.

***At the State Administrative Board meeting on March 17, 2009, Items 1(3) and 16(2) of the regular agenda were withdrawn by the Department of Management and Budget.***



**SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES**

3. DEPARTMENT OF CORRECTIONS

- |    |  |  |
|----|--|--|
| 1) | Phoenix House, Inc.<br>Calumet, MI                                     | \$ 52,013.00 Amendment<br>\$ 174,998.00 New Total<br><b>FY09</b> 100% General Fund<br>Additional funds to continue<br>residential substance abuse<br>treatment for prisoners,<br>parolees and probationers |
| 2) | National Council on<br>Alcoholism<br>Lansing, MI                       | \$ 69,350.00 Amendment<br>\$ 186,698.00 New Total<br><b>FY09</b> 100% General Fund<br>Additional funds to continue<br>residential substance abuse<br>treatment for prisoners,<br>parolees and probationers |
| 3) | Nexus Family Services<br>Traverse City, MI                             | \$ 25,000.00 Amendment<br>\$ 110,000.00 New Total<br><b>FY09</b> 100% General Fund<br>Additional funds to continue<br>substance abuse treatment for<br>prisoners, parolees and<br>probationers             |
| 4) | Lutheran Child and Family<br>Service of Michigan, Inc.<br>Oak Park, MI | \$ 50,000.00 Amendment<br>\$ 270,000.00 New Total<br><b>FY09</b> 100% General Fund<br>Additional funds to continue<br>substance abuse treatment for<br>prisoners, parolees and<br>probationers             |
| 5) | Various Sex Offender<br>Counseling Providers<br>(Listing on file)      | \$ 2,185,000.00 Amendment<br>\$ 6,735,300.00 New Total<br><b>FY09-10</b> 100% General Funds<br>Additional funds to continue<br>sex offender counseling for<br>parolees and probationers                    |

4. DEPARTMENT OF HUMAN SERVICES

- 1) Third Level Crisis Intervention Center, Inc.  
Traverse City, MI \$ 137,500.00 Amendment  
\$ 1,375,000.00 New Total  
**FY09-11** 80% Federal Funds  
20% GF/GP  
Additional funds for crisis center intervention services for highly vulnerable runaways and homeless youth
- 2) Livingston Family Center  
Pinckney, MI \$ 41,250.25 Amendment  
\$ 413,075.00 New Total  
**FY09-11** 80% Federal Funds  
20% GF/GP  
Additional funds for crisis center intervention services for highly vulnerable runaways and homeless youth
- 3) Comprehensive Youth Services, Inc. FYI  
Mt. Clemens, MI \$ 385,000.00 Amendment  
\$ 1,235,495.25 New Total  
**FY09-11** 80% Federal Funds  
20% GF-GP  
Additional funds for crisis center intervention services for highly vulnerable runaways and homeless youth
- 4) Ozone House  
Ann Arbor, MI \$ 206,250.00 Amendment  
\$ 1,055,975.25 New Total  
**FY09-11** 80% Federal Funds  
20% GF/GP  
Additional funds for crisis center intervention services for highly vulnerable runaways and homeless youth

**SECTION III - AGENCY SUBMITTED - NEW GRANTS**

5. DEPARTMENT OF COMMUNITY HEALTH

1) Various MiChild Vendors \$ 650,000.00 Total  
(Listing on file) **FY09** 69% Federal Funds  
31% State GF  
Seven-month grant agreement to  
provide funding for medical/  
specialty health care services  
to children of low income  
families

6. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1) Robert Cudney for Region \$ 266,590.00 Total  
7B Board of Directors **FY09** 100% (WIA) Federal Funds  
Region 7B Employment & Grantee will receive funding  
Training Consortium to provide retraining, job  
Hale, MI placement and other services to  
dislocated workers affected by  
plant closures/mass layoffs in  
the area served by the grantee

7. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) Various Brownfield \$ 2,070,000.00 Total  
Redevelopment Grantees **FY09-11** 100% State Restricted  
(Listing on file) Two-year Brownfield  
Redevelopment Grants to conduct  
environmental response and  
remediation activities that  
protect the public health and  
the environment, and to assist  
in redevelopment of brownfields

8. DEPARTMENT OF HISTORY, ARTS AND LIBRARIES

1) Various \$ 108,274.00 Total  
(Listing on file) **FY09** 100% Federal Funds  
Grants to improve library  
services to communities

9. DEPARTMENT OF NATURAL RESOURCES

1) Harbor Springs Snowmobile Club  
Alanson, MI \$ 50,505.00 Total  
**FY09** 100% Restricted Funds  
Funding to purchase equipment  
necessary to maintain State-  
designated snowmobile trails

10. DEPARTMENT OF TREASURY/MICHIGAN STRATEGIC FUND

1) Working Bugs, LLC  
East Lansing, MI \$ 2,000,000.00 Total  
**FY09** 100% 21<sup>st</sup> Century Jobs  
Grant to establish a bio-  
refinery in Webberville

2) A 123Systems, Inc.  
East Lansing, MI \$ 10,000,000.00 Total  
**FY09** 100% 21<sup>st</sup> Century Jobs  
Grant to establish a center to  
manufacture rechargeable  
lithium batteries for the  
transportation and alternative  
energy sectors

3) American Process, Inc.  
Atlanta, GA \$ 4,000,000.00 Total  
**FY09** 100% 21<sup>st</sup> Century Jobs  
Grant to establish a pilot  
scale bio-refinery at the  
Decorative Panels International  
hardwood plant in Alpena

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

11. DEPARTMENT OF COMMUNITY HEALTH

1) Various Vendors  
(Listing on file) \$ 66,000.00 Amendment  
\$118,431,222.00 New Total  
**FY09** 68.0 % Federal Funds  
28.5% State GF  
3.5% State Restricted  
Additional funds for one-year  
grant agreement that will set  
forth a joint cooperative  
effort facilitating the  
delivery of health services to  
citizens of the state with  
local health departments

11. DEPARTMENT OF COMMUNITY HEALTH continued

- 2) Michigan Association of  
Community Mental Health  
Boards  
Lansing, MI
- \$ 203,940.00 Amendment  
\$ 2,723,764.00 New Total  
**FY09** 89.08% Federal Funds  
10.92% State GF  
Additional funds for one-year  
grant agreement to provide  
funding for Michigan  
Association of Community Mental  
Health Boards to administer  
statewide mental health  
training
- 3) American Lung Association  
of the Midland States  
Oak Park, MI
- \$ 25,000.00 Amendment  
\$ 130,834.00 New Total  
**FY09** 100% Federal Funds  
Additional funds for one-year  
grant agreement to provide  
funding for support of the  
Michigan Asthma Communication  
Network

12. DEPARTMENT OF NATURAL RESOURCES

- 1) Various Snowmobile Clubs  
(Listing on file)
- \$ 112,798.00 Amendment  
\$ 428,217.00 New Total  
**FY09** 100% State Restricted  
Additional funds for trail  
maintenance and additional  
trail grooming on State-  
designated trails
- 2) Various Snowmobile Clubs  
(Listing on file)
- \$ 100,000.00 Amendment  
\$ 353,752.00 New Total  
**FY09** 100% State Restricted  
Additional funds for trail  
maintenance and additional  
trail grooming on State-  
designated trails

**SECTION V - DMB SUBMITTED - NEW CONTRACTS**

13. DEPARTMENT OF COMMUNITY HEALTH

1) Radcal Corporation NOT TO EXCEED  
Monrovia, CA \$ 47,163.00 (One-Time)  
**FY09** 100% Restricted Funds  
071I9200064 Analyzers,  
Radiation Measuring Meters  
Including Kit Accessories

14. DEPARTMENT OF CORRECTIONS

1) Alcohol Monitoring Systems, NOT TO EXCEED  
Inc. \$ 1,000,000.00 (1 year)  
Littleton, CO **FY09** 100% General Funds  
071I9200092 Transdermal  
Alcohol Monitors, Parts, and  
Maintenance

15. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Accenture, LLP NOT TO EXCEED  
Southfield, MI \$123,305,028.00 Total  
**FY09-16** 66% Federal Funds  
34% General Funds  
071I8200284 Maintenance and  
Support of the Michigan Child  
Support Enforcement Services  
Application for the Department  
of Human Services

2) IKON Office Solutions, Inc. \$ 75,000,000.00 Total  
Novi, MI **FY09-14** 100% General Funds  
071I8200301 Output Management  
Services - MiPrint

3) Saber Software, Inc. \$210,000,000.00 Total  
Lansing, MI **FY09-14** 100% General Funds  
071I8200301 Michigan Master  
Computing Contract

15. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 4) SumTotal Systems, Inc. NOT TO EXCEED  
Columbus, OH \$ 564,227.86 (5 years)  
**FY09-14** 68% Federal Funds  
32% General Funds  
071I9200052 Learning  
Management System for  
Department of Human Services
- 5) Systems Technology Group, NOT TO EXCEED  
Inc. \$ 1,499,999.00 (2 years)  
Troy, MI **FY09-11** 100% Revolving Funds  
071I9200017 Construction  
Permitting System for the  
Department of Transportation

16. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Left blank intentionally
- 2) Tandus US, LLC \$ 6,000,000.00 (5 years)  
Dalton, GA **FY09-14** 100% Various Funds  
**Withdrawn at Ad Board** 071I9200036 Carpet Tiles and  
related services Statewide

17. DEPARTMENT OF STATE

- 1) L-1 Secure Credentialing, Inc. \$ 44,604,000.00 (7 years)  
Burlington, MA **FY10-16** 94% Restricted 6% GF  
071I8200300 Digital Driver's  
License/Identification Card  
Production System

18. DEPARTMENT OF TRANSPORTATION

- |    |   |  |
|----|---|--|
| 1) | Rathco Safety Supply, Inc.<br>Portage, MI | \$ 2,370,106.00 (5 years)<br><b>FY09-14</b> 100% Restricted Funds<br>071I9200061 Galvanized Steel<br>Delineator and Sign Posts |
| 2) | Reprographics One, Inc.<br>Livonia, MI    | \$ 271,575.00 (3 years)<br><b>FY09-12</b> 100% Restricted Funds<br>071IB9200154 Plotter Media<br>Supplies                      |

**SECTION VI - DMB SUBMITTED - CONTRACT CHANGES**

19. DEPARTMENT OF COMMUNITY HEALTH

- |    |                                       |   |
|----|---------------------------------------|---|
| 1) | Netwerkes.Com<br>Appleton, WI         | \$ 500,000.00 Amendment<br>\$ 6,395,500.00 New Total<br><b>FY09</b> 75% Federal 25% GF<br>071B4200228 Additional funding<br>for Conversion of Paper<br>Medicaid Claims to Electronic<br>Transactions  |
| 2) | PerkinElmer, LAS, Inc.<br>Shelton, CT | \$ 111,859.20 Amendment<br>\$ 279,648.00 New Total<br><b>FY09-11</b> 69% Federal Funds<br>31% State Restricted<br>071B6200233 Additional funding<br>for a two-year option to the<br>contract for Perkin Elmer<br>Laboratory Instrument<br>Maintenance   |
| 3) | SecureCare, Inc.<br>Ann Arbor, MI     | \$ 1,000,000.00 Amendment<br>\$ 4,011,221.00 New Total<br><b>FY09-10</b> 100% General Funds<br>071B6200272 Additional funding<br>for a one-year option to the<br>contract for Hospital Services<br>for clients at the Center for<br>Forensic Psychiatry |

20. DEPARTMENT OF CORRECTIONS

1) Healthtrax International, Inc. \$ 266,049.00 Amendment  
Glastonbury, CT \$ 798,147.00 New Total  
**FY09-10** 100% General Funds  
071B6200342 Additional funding  
for a one-year option to the  
contract for the In-House  
Physical Rehabilitation/Fitness  
Program in the Jackson Region

21. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Unisys Corporation \$ 2,041,454.00 Amendment  
Okemos, MI \$ 99,116,213.79 New Total  
**FY09** 100% Revolving Funds  
071B5000692 Additional funds  
for the Unisys Mainframe  
Hardware/Software for the  
Michigan Information Processing  
Center for the Department of  
Human Services

**Various RE:START Vendors**

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

2) DataCore \$ 288,240.00 Amendment  
(Raju Baskaran) \$ 1,160,400.00 New Total  
(Josh Prakash) **FY09** 100% Restricted Funds  
Clinton Twp., MI 071B7200051 Additional funding  
for an eight-month option to  
the contract for two Senior  
Technical resources to provide  
technical support as well as  
knowledge transfer to the  
existing team

21. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 3) DataCore \$ 427,500.00 Amendment  
(Shanimon Thomas) \$ 1,226,250.00 New Total  
(Suprakash Nandan) **FY09** 100% Restricted Funds  
(Anbarasu Appasamy) 071B7200208 Additional funding  
Clinton Twp., MI for a one-year option to the  
contract for three Senior  
Programmer Analysts to assist  
the Department of  
Transportation with the re-  
engineering of the MAP  
Financial Obligation System  
(MFOS) and with implementation  
and maintenance of the billing  
phase of Project Accounting and  
Billing (PAB)
- 4) OpTech, LLC \$ 176,800.00 Amendment  
(Satya Sankineni) \$ 530,400.00 New Total  
Detroit, MI **FY09** 100% Restricted Funds  
071B7200212 Additional funding  
for a one-year option to the  
contract for a Senior FileNet  
Support Analyst to assist the  
Department of Management and  
Budget with application support  
of the Retirement System
- 5) Prairie Quest Consulting \$ 176,800.00 Amendment  
Fort Wayne, IN \$ 353,600.00 New Total  
**FY09** 100% General Funds  
071B8200128 Additional Funding  
for a one-year option to the  
contract for a Senior  
Programmer Analyst to assist  
the Department of Corrections  
with temporary programming  
services to complete  
modifications to the Offender  
Management Network Information  
system

22. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Brian Salter \$ 40,839.00 Amendment  
Manistique, MI \$ 190,810.20 New Total  
**FY09-10** 100% Restricted Funds  
071B6200200 Additional funds  
for a one-year option to the  
contract for Janitorial and  
Grounds Maintenance Services at  
the Gardens Corners Roadside  
Park for the Department of  
Transportation
- 2) Kurt'z All Season'z \$ 15,215.20 Amendment  
Landscaping \$ 65,793.72 New Total  
Escanaba, MI **FY09-10** 100% Restricted Funds  
071B6200289 Additional funds  
for a six-month option plus a  
six-month extension of the  
contract for Janitorial and  
Grounds Maintenance Services at  
Hyde Park Roadside Park for the  
Department of Transportation
- Withdrawn**
- 3) StumpJumper Enterprises, Inc. \$ 27,162.80 Amendment  
Manistique, MI \$ 107,667.18 New Total  
**FY09-10** 100% Restricted Funds  
071B5200302 Additional funds  
for a one-year option to the  
contract for Janitorial and  
Grounds Maintenance Services at  
four roadside parks in Baraga  
County for the Department of  
Transportation
- 4) Various - Hi-Tec Building \$ 88,089.51 Amendment  
Services, Inc. \$ 445,586.93 New Total  
Jenison, MI **FY09-10** 100% Restricted Funds  
Various Contract Numbers  
Additional funds for a one-year  
option to the contracts for  
Janitorial and Grounds  
Maintenance Services various  
locations for the Department of  
Transportation

23. DEPARTMENT OF STATE

- 1) American Bank Note Company \$ 119,316.00 Amendment  
Franklin, TN \$ 550,125.00 New Total  
**FY09-10** 9.4% General Funds  
90.6% Restricted Funds  
071B5200313 Additional funds  
for a one-year option to the  
contract for Printing  
Certificates of Title

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

24. DEPARTMENT OF CORRECTIONS

Employee Claims

- 1) Martha Bamford \$999.00

The claimant (09-SAB-021) requests \$999.00 reimbursement for her insurance deductible after damage to her vehicle while using it on State business. The Department recommends approval of this claim.

Inmate Claims

- 2) Christopher Abbey #451311 \$ 18.75

The claimant (08-SAB/DOC-479) requests \$18.75 reimbursement for his headphones lost while under control of the Department. The Department recommends approval of this claim.

- 3) Keith Dantzler #501179 \$ 16.75

The claimant (08-SAB/DOC-482) requests \$16.75 reimbursement for his tape player damaged by staff. The Department recommends approval of \$14.50 for this claim.

24. DEPARTMENT OF CORRECTIONS continued

- 4) Ricardo DeJesus #216589 Unspecified

The claimant (08-SAB/DOC-474) requests an unspecified amount of reimbursement for his TV damaged by staff. The Department recommends approval of \$40.00 for this claim.

- 5) Jessie-Jay Gilbert #393143 \$ 64.67

The claimant (08-SAB/DOC-462) requests \$64.67 reimbursement for his store order never received. The Department recommends approval of this claim.

- 6) Jon Jenson #243790 \$142.50

The claimant (09-SAB/DOC-047) requests \$142.50 reimbursement for his TV damaged when transferred from one facility to another. The Department recommends approval of this claim.

- 7) Charles Lessard #238792 \$142.50

The claimant (09-SAB/DOC-049) requests \$142.50 reimbursement for his TV damaged when transferred from one facility to another. The Department recommends approval of this claim.

- 8) Mark Miller #239504 \$ 25.39

The claimant (09-SAB/DOC-050) requests \$25.39 reimbursement for a pair of shoes he ordered and never received. The Department recommends approval of this claim.

25. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Laura Gyorkos \$100.00

The claimant (09-SAB-006) requests \$100.00 reimbursement for damage to her vehicle after pipes above her parking space leaked, leaving rust spots. The Department recommends approval of this claim.

26. DEPARTMENT OF NATURAL RESOURCES

- 1) Christina Hammill \$478.44

The claimant (09-SAB-029) requests \$487.44 reimbursement for damage to her vehicle from a snow blower operated by a State employee. The Department recommends approval of this claim.

- 2) Daniel Schlenkert \$100.00

The claimant (08-SAB-092) requests \$100.00 reimbursement for his insurance deductible after his truck window was broken by a rock thrown by a lawn mower operated by a Department employee. The Department recommends approval of this claim.

- 3) State Farm Insurance Co. \$262.10  
as subrogee of Carol Walkiewicz

The claimant (08-SAB-179) requests \$262.10 reimbursement for damage to her vehicle window when a rock hit it. Since the Ad Board previously paid Ms. Walkiewicz \$100 for her deductible, the Department only recommends approval of \$162.10 for this claim.

27. DEPARTMENT OF STATE

- 1) Holly Love \$ 18.57

The claimant (09-SAB-028) requests \$18.57 reimbursement for costs due to the Department sending renewal tabs to the wrong address. The Department recommends approval of this claim.

- 2) Walter Raymond Shepler \$ 30.00

The claimant (09-SAB-012) requests \$30.00 reimbursement for his birth certificate written on by Secretary of State employee. The Department recommends approval of \$29.00 for this claim.

28. DEPARTMENT OF TRANSPORTATION

- 1) Gary Sherman \$650.70

The claimant (09-SAB-015) requests \$650.70 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

28. DEPARTMENT OF TRANSPORTATION continued

- 2) Marta Miller-Smith \$268.50

The claimant (09-SAB-016) requests \$268.50 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

**SECTION X - CLAIMS - PERSONAL INJURY LOSS**

29. DEPARTMENT OF NATURAL RESOURCES

- 1) Thomas Mayr \$316.80

The claimant (09-SAB-022) requests \$316.80 reimbursement for his out of pocket expense for medical deductibles after being hit by a ricochet at the Island Lake State Park Shooting Range. The Department recommends approval of this claim.

**SECTION XI - APPROVAL OF SPECIAL ITEMS**

30. DEPARTMENT OF NATURAL RESOURCES

- 1) Requests approval of a Memorandum of Agreement between the Michigan Department of Natural Resources, Wildlife Division and Michigan State University, Department of Fisheries and Wildlife.

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

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

3/6/09 11:00 version

**FINANCE AND CLAIMS COMMITTEE**

March 10, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

March 17, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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

**SECTION I - AGENCY SUBMITTED - NEW CONTRACTS**

**1s. DEPARTMENT OF INFORMATION TECHNOLOGY**

- |                       |   |
|-----------------------|---|
| 1) IBM<br>Lansing, MI | \$ 1,554,804.00 Total<br><b>FY09</b> 100% Restricted Funds<br>Maintenance, Support, and<br>Hosting Services for the<br>current Michigan.gov portal<br>during migration to the new<br>platform |
|-----------------------|---|

Withdrawn

**SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES**

**SECTION III - AGENCY SUBMITTED - NEW GRANTS**

**SECTION IV - AGENCY SUBMITTED - GRANT CHANGES**

**SECTION V - DMB SUBMITTED - NEW CONTRACTS**

**2s. DEPARTMENT OF INFORMATION TECHNOLOGY**

- |   |  |
|---|--|
| 1) Windsor Solutions<br>Lake Oswego, OR | \$ 1,168,400.00 (3 years)<br><b>FY09-12</b> 25% Federal Funds<br>75% State Restricted Funds<br>071I9200039 Waste Data System |
|---|--|

**SECTION VI - DMB SUBMITTED - CONTRACT CHANGES**

3s. **DEPARTMENT OF TRANSPORTATION**

1)	Hawker Beechcraft Services, Inc. Witchita, KS	\$ 90,367.08 \$ 566,295.08 <b>FY09</b>	Amendment New Total 100% Restricted Funds
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591P8200005 Additional funds  
to complete an Engine Overhaul  
for an Aircraft

**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 - APPROVAL OF SPECIAL ITEMS**

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

# APPROVED

March 17, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the **Finance and Claims** Committee was held at  
**11:00 a.m.** on **March 17, 2009**. Those present being:

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

Member: Corina Andorfer, representing Approved \_\_\_\_\_  
Governor Granholm

Member: Socorro Guerrero, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Pat Quinn, Department of Attorney General; Sergio Paneque,  
Department of Information Technology; Sherry Bond, Linda  
Feldpausch, Elise Lancaster, Janet Rouse, Department of Management  
and Budget; Janet Hunter-Moore, Department of Treasury; Christin  
McLellen, Lt. Governor's Office; Wayne Workman, Baird; Jim Bliss,  
Dickinson, Wright; Chris Dembowski, David Massaron, Miller Canfield

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The Finance and Claims Committee special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

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

3/13/09 9:45 version

**FINANCE AND CLAIMS COMMITTEE**

March 17, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

March 17, 2009, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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This agenda is for general informational purposes only.  
At its discretion the 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**

1s. DEPARTMENT OF HUMAN SERVICES

1)	Oakland County Circuit Court Pontiac, MI	\$ 0.00 Amendment \$ 125,000.00 New Total <b>FY09</b> 100% Federal Funds Extension of contract for juvenile justice services due to late start by contractor
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2s. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	IBM Corporation Lansing, MI	\$ 1,554,804.00 Amendment \$ 2,943,622.00 New Total <b>FY09-10</b> 100% Restricted Funds Additional funding for a nine- month extension of the contract to provide maintenance, support, and hosting services for the Michigan.gov web portal
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**SECTION III - AGENCY SUBMITTED - NEW GRANTS**

3s. DEPARTMENT OF HUMAN SERVICES

1)	Various DOE - S09 Series (Listing on file)	\$255,000,000.00 Total <b>FY09-12</b> 100% Federal Funds Three-year grants to weatherize dwellings to low-income families through Department of Energy/Federal stimulus
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3s. DEPARTMENT OF HUMAN SERVICES continued

- |    |  |  |
|----|--|--|
| 2) | Various LIEAP - 09 Series<br>(Listing on file) | \$ 20,000,000.00 Total<br><b>FY09-10</b> 100% Federal Funds<br>One-year grant to weatherize<br>dwellings to low-income<br>families through Low Income<br>Energy Assistance Program |
| 3) | Various DOE - 09 Series<br>(Listing on file)   | \$ 61,674,504.00 Total<br><b>FY09-12</b> 100% Federal Funds<br>Three-year grant to weatherize<br>dwellings to low-income<br>families through Department of<br>Energy               |

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

SECTION VI - DMB CONTRACT - CHANGES

4s. DEPARTMENT OF MANAGEMENT AND BUDGET

- |    |  |  |
|----|--|--|
| 1) | Kurt'z All Season'z<br>Landscaping<br>Escanaba, MI | \$ 15,215.20 Amendment<br>\$ 65,793.72 New Total<br><b>FY09-10</b> 100% Restricted Funds<br>071B6200289 Additional funds<br>for a seven-month option to the<br>contract for Janitorial and<br>Grounds Maintenance Services at<br>Hyde Park Roadside Park for the<br>Department of Transportation |
|----|--|--|

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 - APPROVAL OF SPECIAL ITEMS**

5s. DEPARTMENT OF TREASURY

Requests approval of a resolution entitled, "Resolution Amending Amended and Restated Resolution Authorizing the Issuance and Sale of State of Michigan General Obligation School Loan Refunding Bonds" for not to exceed \$600,000,000.00. The amendment would add authorization for Treasury to use some of the proceeds to make loans to Michigan school districts and the authorized borrowing amount has been changed from a not to exceed amount of \$400,000,000.00 to \$600,000,000.00.

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

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Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of March 10, 2009, and the special meeting of March 17, 2009. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting held March 10, 2009, with Items 1(3) and 16(2) of the regular agenda withdrawn at the State Administrative Board meeting on March 17, 2009, and the special meeting held March 17, 2009, be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

# APPROVED

March 17, 2009

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources Committee was held at 3:30 p.m. on March 11, 2009. Those present being:

Chairperson: Duane Berger, representing Approved \_\_\_\_\_  
Secretary of State Land

Member: Danielle Brown, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

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

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;  
Christin McLellen, Governor's Legal Staff; Julie Baldwin, Mike  
Christensen, Connie Hanrahan, Amy Meldrum, Betsy Steudle, Karen  
Watson, Department of Transportation

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There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

A retroactive letter was received from Kirk T. Steudle, the Director of the Department of Transportation regarding Item 17 of the regular agenda.

The Department of Transportation regular agenda was presented.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Items 39, 43, and 129 withdrawn; Item 27 contingent upon approval by the Office of Commission Audit; Items 162 and 165 contingent upon receipt of the 10% over engineer's estimate justification letter. Supported by Ms. Brown, the motion was unanimously adopted.

The Department of Transportation supplemental agenda was presented.

Transportation and Natural Resources Committee Report  
March 11, 2009  
Page 2

Following discussion, Mr. Shell moved that the Transportation supplemental agenda be recommended to the State Administrative Board for approval with Item 1 contingent upon receipt of information explaining why Bridge Tec Services' bid was not considered. Supported by Ms. Brown, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

# AGENDA

## DEPARTMENT OF TRANSPORTATION

### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 11, 2009 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: March 17, 2009 – 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. HIGHWAYS (Real Estate) – Resolution “A” (Relinquishment of Easement)  
Tract 1230, Control Section 41063, Parcel 35A, Part A

The subject tract is located in the Township of Paris (now part of the City of Kentwood), Kent County, Michigan, and contains approximately 1.34 acres. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by the Kent County Road Commission so that the Road Commission may purchase the underlying fee for the purpose of an intersection improvement and expansion project. The relinquishment processing fee of \$500 has been waived by MDOT because the easement is being relinquished to another governmental agency for transportation purposes. The relinquishment was approved by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on February 13, 2009. The easement is being relinquished to a local government agency for transportation infrastructure improvement purposes. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This transaction will make it possible for the Kent County Road Commission to purchase the underlying property in fee for the purpose of constructing an intersection improvement and expansion. Failure to process this transaction would impede this transportation infrastructure improvement.

**Purpose/Business Case:** The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. This relinquishment to a local unit of government will serve a transportation purpose.

**Benefit:** MDOT will benefit by reducing the inventory of state-owned property and promoting the improvement of transportation infrastructure.

**Funding Source:** N/A.

**Commitment Level:** Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500 or appraised value if the value of the relinquishment exceeds the \$500 processing fee. The fee may be waived if it is in the best interest of MDOT.

**Risk Assessment:** If this easement is not relinquished, MDOT would fail to support the development of transportation infrastructure by a local unit of government.

**Cost Reduction:** N/A.

**Selection:** N/A.  
**New Project Identification:** N/A.  
**Zip Code:** 49508.

2. HIGHWAYS (Real Estate) – Resolution “B” (Over-the-Counter Sale)  
Tract 675, Control Section 83033, Parcel 787, Part B, Parcel 788, Part B

The subject tract is located in the Township of Liberty, Wexford County, Michigan, and contains approximately 6.86 acres. The tract was offered for sale at public auction on December 13, 2007, and did not sell. It was approved to be available for over-the-counter sale on December 14, 2007. The tract was appraised by Janet Hartford, North Region Property Analyst, on August 13, 2007, at \$6,900. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section on October 24, 2007, for the amount of \$6,900. Keith James Franken and Kelly Ann Franken have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$345, which represents a five percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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

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

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

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49663.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements  
Contract (2009-0178) between MDOT and the Kent County Aeronautics Board (KCAB) will provide federal and state grant funds for the construction of terminal security bollards at the Gerald R. Ford International Airport in Grand Rapids, 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 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,470,000. Source of Funds: FAA Funds - \$2,346,500; State Restricted Aeronautics Funds - \$61,750; KCAB Funds - \$61,750.

**Criticality:** The installation of security bollards must be completed to deter vehicle penetration of the passenger ticketing and baggage claim areas.

**Purpose/Business Case:** To provide for the construction of terminal security bollards.

**Benefit:** Will enhance airport security.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% KCAB 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 will have to proceed without federal or state assistance.

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

**Selection:** N/A.

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

**Zip Code:** 49512.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Equipment and Design of Airport Improvements

Contract (2009-0179) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (SRE) and an airfield friction meter, the preparation of SRE and airfield friction meter specifications and bidding documents, the design of improvements to the airfield lighting system, and the conduct of an airfield pavement and perimeter fencing study at the Sawyer International Airport in Marquette, 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 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$452,000. Source of Funds: FAA Funds - \$429,400; State Restricted Aeronautics Funds - \$11,300; Marquette County Funds - \$11,300.

**Criticality:** These projects will enhance airport safety for aeronautical activity, as mandated by the FAA for operational safety reasons.

**Purpose/Business Case:** To provide for the purchase of SRE (tractor) and an airfield friction meter, the preparation of SRE and airfield friction meter specifications and bidding documents, the development of engineering plan for improvements to the airfield lighting system, and the conduct of an airfield pavement and perimeter fencing study.

**Benefit:** Will enhance airport safety.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Marquette County 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 will have to proceed without federal or state assistance.

**Cost Reduction:** The equipment will be bid locally and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49841.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2009-0182) between MDOT and the City of Charlevoix will provide federal and state grant funds for preliminary engineering for the expansion and renovation of the terminal building and for the design of the replacement of a fence and gate and lightning protection of the airfield circuits 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 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$103,400. Source of Funds: FAA Funds - \$98,230; State Restricted Aeronautics Funds - \$2,585; City of Charlevoix Funds - \$2,585.

**Criticality:** The terminal expansion will provide space for a second airline and passengers not currently being served by this facility. The fence and gate replacement will provide security by maintaining access control. The lightning protection will preserve the integrity of the airfield lighting systems and terminal electrical systems.

**Purpose/Business Case:** To provide for the development of engineering plans for the expansion and renovation of the terminal building, replacement of a fence and gate, and lightning protection for airfield circuits.

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

**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 will have to proceed without federal or state assistance.

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

**Selection:** N/A.

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

**Zip Code:** 49720.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2009-0183) between MDOT and the Alpena County Board of Commissioners will provide federal and state grant funds for the construction of airfield drainage improvements (phase II) and for pavement marking at the Alpena County Regional Airport in Alpena, 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 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$543,000. Source of Funds: FAA Funds - \$515,850; State Restricted Aeronautics Funds - \$13,575; Alpena County Funds - \$13,575.

**Criticality:** This project will serve to enhance aeronautical safety by improving the storm drainage system. The pavement markings will upgrade the signing to conform to FAA standards.

**Purpose/Business Case:** To provide for the construction of airfield drainage improvements (phase II) and for pavement marking.

**Benefit:** Will enhance airport safety.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Alpena County 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 will 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 construction was bid through MDOT and awarded to the lowest bidder. There were 11 bidders for the drainage improvements and four bidders for the pavement marking. All consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49707.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition and Design of Airport Improvements

Contract (2009-0186) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the land acquisition costs of parcels 211 and 212 and for the design of the rehabilitation of taxiways G and E and the extension of taxiway A to the east terminal apron at the Capital Region International Airport in Lansing, 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 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$141,000. Source of Funds: FAA Funds - \$133,950; State Restricted Aeronautics Funds - \$3,525; CRAA Funds - \$3,525.

**Criticality:** These projects will increase safety margins for aeronautical activity at the airport and help to create a safer and more efficient system.

**Purpose/Business Case:** To provide for the land acquisition costs of parcels 211 and 212 (final phase), which is needed for the extension of runway 28L, and for the development of engineering plans for the rehabilitation of taxiways G and E and the extension of taxiway A to the east terminal apron.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards. Acquiring the land will allow the runway extension project to move forward.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% CRAA 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 will 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 contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 48906.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Site Preparation

Contract (2009-0185) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for site preparation (phase II) for the construction of the terminal building and for a Federal Aviation Administration (FAA) reimbursable agreement to relocate the FAA-owned remote control air to ground (RCAG) antennas and the airport surface observation system (ASOS) at the MBS International Airport in Saginaw, 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 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,090,000. Source of Funds: FAA Funds - \$1,035,500; State Restricted Aeronautics Funds - \$27,250; MBS International Airport Commission Funds - \$27,250.

**Criticality:** The existing terminal is above its current capacity and is no longer functional. This project will provide for an increase in capacity for passenger operations and administrative services and is essential for a safer and more efficient system.

**Purpose/Business Case:** To provide for site preparation (phase II) for the construction of the terminal building, including clearing, house demolition, and construction of an access road. The project also includes an FAA reimbursable agreement to relocate the RCAG antennas and the ASOS.

**Benefit:** Will enhance airport safety and efficiency.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% MBS International Airport Commission 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 will 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 construction was bid through MDOT and awarded to the lowest bidder. There were 19 bidders.

**Selection:** N/A.

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

**Zip Code:** 48623.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2009-0188) between MDOT and the Houghton County Board of Commissioners will provide federal and state grant funds for improvements to the wildlife fence and gates at the Houghton County Memorial Airport in Hancock, 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 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$247,000. Source of Funds: FAA Funds - \$234,650; State Restricted Aeronautics Funds - \$6,175; Houghton County Funds - \$6,175.

**Criticality:** The fencing and gate improvements will increase safety and security by alleviating wildlife hazards at the airport.

**Purpose/Business Case:** To provide for improvements to the wildlife fence and gates.

**Benefit:** Will enhance airport safety and security.

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

\* Denotes a non-standard contract/amendment

**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 will 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 construction was bid through MDOT and awarded to the lowest bidder. There were five bidders. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49913.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2009-0189) between MDOT and the Bishop International Airport Authority (BIAA) will provide federal and state grant funds for the construction of taxiway B, including removal of runway 5/23, and for upgrades to the terminal ramp (phase 1) at the Bishop International Airport in Flint, 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 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$6,008,000. Source of Funds: FAA Funds - \$5,707,600; State Restricted Aeronautics Funds - \$150,200; BIAA Funds - \$150,200.

**Criticality:** The taxiway construction and terminal ramp upgrades are essential to create a safer and more efficient system.

**Purpose/Business Case:** To provide for the construction of taxiway B, including removal of runway 5/23, and for upgrades to the terminal ramp (phase 1).

**Benefit:** Will enhance airport safety.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% BIAA 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 will 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 construction will be bid locally and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 48507.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Approach Clearing and Design of Drainage Improvements

Contract (2009-0190) between MDOT and the St. Clair County Board of Commissioners will provide federal and state grant funds for approach clearing (phase II) and for the design of drainage improvements on runway 4/22 at the St. Clair County International Airport in Port Huron, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$132,000. Source of Funds: FAA Funds (via block grant) - \$125,400; State Restricted Aeronautics Funds - \$3,300; St. Clair County Funds - \$3,300.

\* Denotes a non-standard contract/amendment

**Criticality:** This project will provide the flying public with an obstruction-free approach to runway 4/22, as mandated by the FAA, and will increase the safety margin for aeronautical activity by improving the storm drainage system.

**Purpose/Business Case:** To provide for approach clearing (phase II) and for the development of engineering plans for drainage improvements on runway 4/22.

**Benefit:** Will enhance airport safety.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% St. Clair County Funds.

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

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

**Cost Reduction:** The approach clearing was bid through MDOT and awarded to the lowest bidder. There were 12 bidders. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 48074.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Mitigation

Contract (2009-0192) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for mitigation required by the Michigan Department of Environmental Quality (MDEQ), including stream monitoring, at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$90,000. Source of Funds: FAA Funds (via block grant) - \$85,500; State Restricted Aeronautics Funds - \$2,250; SMRAA Funds - \$2,250.

**Criticality:** This project is a requirement of the sponsor's MDEQ permit. Failure to complete the project would put the airport sponsor in noncompliance with the permit, which could lead to penalties.

**Purpose/Business Case:** To provide for MDEQ-required mitigation, including stream monitoring, needed for the shifting and extension of runway 9/27.

**Benefit:** Will satisfy MDEQ requirements.

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49022.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Seaplane Base

Contract (2009-0193) between MDOT and the City of Bay City will provide federal and state grant funds for the design of a seaplane base (phase II) at the James Clements Airport in Bay City, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$21,610. Source of Funds: FAA Funds (via block grant) - \$20,529; State Restricted Aeronautics Funds - \$540; City of Bay City Funds - \$541.

**Criticality:** This project will increase the capacity for seaplane operations.

**Purpose/Business Case:** To provide for the development of engineering plans for the construction of a seaplane base (phase II).

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

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48708.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Design of T-Hangar

Contract (2009-0195) between MDOT and the City of Clare will provide federal and state grant funds for the design of a six-unit t-hangar at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$24,000. Source of Funds: FAA Funds (via block grant) - \$22,800; State Restricted Aeronautics Funds - \$600; City of Clare Funds - \$600.

**Criticality:** The six-unit t-hangar will provide an all-season shelter for the based aircraft at the airport.

**Purpose/Business Case:** To provide for the development of engineering plans for the construction of a six-unit t-hangar.

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

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48617.

15. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program  
Authorization Revision (Z3/R3) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will allow MFF to continue and expand collaboration with the Michigan Association of Planners (MAP) and will increase the authorization amount by \$24,822.12. The original authorization provides for outreach and planning services to be provided to schools for the Federal Safe Routes to School (SR2S) Program, including survey and analysis support services for school SR2S planning teams. The authorization term remains unchanged, June 20, 2007, through September 30, 2011. The revised authorization amount is \$106,082.97. The contract term is March 1, 2006, through September 30, 2011. Source of Funds: 100% Federal SR2S Program Funds.

**Criticality:** The revision of authorization (Z3) is critical to MDOT's ability to administer the federal SR2S funding. The work is essential to the ability of the program to train and assist schools, communities, and partner agencies to complete the planning work necessary to qualify schools to apply for 100 percent federal funding.

**Purpose/Business Case:** To allow additional funding to be applied to this authorization for the purpose of strengthening our relationships with community planners and others in related fields throughout Michigan by providing a one-day educational workshop to provide information, specific techniques, and tools for planners to use in order to strengthen the physical connections between schools and the communities they are located in.

**Benefit:** Workshop content will focus on tools to implement SR2S at the local level. MFF will be able to effectively organize and continue to deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and bicycling to their schools.

**Funding Source:** 100% Federal SR2S Program Funds.

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

**Risk Assessment:** If the revision is not approved, MFF will not be able to effectively organize and continue to deliver this federal program for MDOT.

**Cost Reduction:** N/A.

**Selection:** N/A for revision and for original authorization.

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

**Zip Code:** 48909.

16. EXECUTIVE (Office of Economic Development and Enhancement) – IDS SR2S  
Program Authorization Revision (Z4/R2) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will allow MFF to continue to expand collaboration with the Michigan State University Extension (MSUE), and will increase the authorization amount by \$97,573. The original authorization provides for the performance of equal opportunity research and ensures that Safe Routes to School (SR2S) services are available to all children, including those with disabilities. The authorization term remains unchanged, August 14, 2007, through September 30, 2011. The revised authorization amount will be \$366,512. The contract term is March 1, 2006, through September 30, 2011. Source of Funds: 100% Federal SR2S Program Funds.

**Criticality:** The revision of authorization (Z4) is critical to MDOT's ability to administer the federal SR2S funding. The work is essential to the ability of the program to train and assist schools, communities, and partner agencies to complete the planning work necessary to qualify schools to apply for 100 percent federal funding.

**Purpose/Business Case:** To allow additional funding to be applied to this authorization for the purpose of expanding outreach to MSU staff throughout the state; identify opportunities to engage youth in providing technical assistance for SR2S planning efforts at the local level; engage three communities in MSU SR2S design programs; refine the Citizen Planner curriculum; and engage nutrition educators by developing a SR2S toolkit within their Concepts in a Box project.

**Benefit:** Contract revision activities will focus on bringing knowledge-based educational programs to Michigan citizens to improve their lives and communities in ways that will engender sustainability of the SR2S program and practices in Michigan communities. MFF will be able to effectively organize and continue to deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and bicycling to their schools.

**Funding Source:** 100% Federal SR2S Program Funds.

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

**Risk Assessment:** If the revision is not approved, MFF will not be able to effectively organize and continue to deliver this federal program for MDOT.

**Cost Reduction:** N/A.

**Selection:** N/A for revision and for original authorization.

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

**Zip Code:** 48909.

17. \*HIGHWAYS – Extension of Authorization Period

**Retroactive** Amendatory Contract (2002-0532/A2) between MDOT and Michigan State University (MSU) will retroactively extend the period through which authorizations could be issued under the indefinite delivery of services (IDS) contract by five months to allow costs incurred by MSU for work performed under two authorizations issued after the authorization issuance period to be reimbursable (2 years, 189 days retroactive). The original contract provides for research services to be performed on an as needed/when needed basis. The revised authorization issuance period will be September 10, 2003 through February 9, 2007. The contract term will be from September 10, 2003, through February 9, 2007, or until work under the last authorization has been completed, whichever is longer. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

This amendment is retroactive because two authorizations were issued outside the authorization issuance period due to an administrative error.

**Criticality:** This amendment will retroactively extend the authorization issuance period so that MDOT's issuance of two authorizations is no longer in violation of the terms of the contract and so that MSU can be reimbursed for costs incurred.

**Purpose/Business Case:** To retroactively extend the period through which authorizations could be issued under the IDS contract. Two authorizations were issued outside of the authorization issuance period; extending this period will allow costs incurred by MSU for services performed under the two authorizations to be reimbursable.

**Benefit:** This amendment will allow MSU to be reimbursed for services performed under authorizations issued outside of the original authorization issuance period.

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

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

**Risk Assessment:** If this amendment is not approved, MDOT will be in violation of the terms of the IDS contract.

**Cost Reduction:** Costs in this contract are based on actual costs not to exceed the maximum contract amount. Hours are negotiated based on needed service.

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

**Zip Code:** 48824.

18. HIGHWAYS - IDS University Research Services

Authorization Revision (Z19/R1) under Contract (2002-0532) between MDOT and Michigan State University will extend the authorization term by approximately nine months to provide sufficient time for the university to complete the research project. The project was delayed because poor specimens required recasting and additional freeze-thaw testing because there was difficulty in scheduling field testing of a delaminated bridge deck that now requires late spring or summer testing, and because inducing corrosion damage for epoxy coated reinforcement (ECR) bridge decks took longer than anticipated. The original authorization provides for an assessment of damage and remaining service life for various overlay repair options on ECR bridge decks. The revised authorization term will be September 29, 2006, through December 30, 2009. The authorization amount remains unchanged at \$334,908. The contract term will be September 10, 2003, through September 9, 2007, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The project deliverables will not be completed without additional time to compensate for laboratory and field testing delays.

**Purpose/Business Case:** To extend the authorization term by approximately nine months to provide sufficient time for the university to complete the research project. Additional time for field testing is required to validate the delamination detection system developed under this project. Laboratory testing will document the mechanism for deterioration of epoxy coated reinforcement in concrete.

**Benefit:** Will improve understanding of degradation and failure mechanisms and help to determine repair strategies for ECR concrete bridge decks.

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48824.

19. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z4/R1) under Contract (2004-0161) between MDOT and Bergmann Associates, Inc., will renew the authorization and extend the authorization term by approximately one year, will provide for the performance of additional design services, and will increase the authorization amount by \$49,898.33. The additional services are needed to update the original scoping documents to meet current standards and accommodate a change in cross section. The original authorization provides for design services to be performed for roadway scoping in the Metro Region (CS 82062 - JN 105746). The revised authorization term will be from September 24, 2004, through April 7, 2007, and from the date of award of this revision through April 7, 2010. No costs will be incurred between the expiration date of the original authorization and the date of award of this revision. The contract term remains unchanged, April 7, 2004 through April 7, 2010. The revised authorization amount will be \$475,175.04. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** Roadway scoping is the first step in identifying the extents, issues, and costs of candidate projects. The scoping documents were prepared in 2005; at that time, the projects did not fit into the Region's program. A change in cross section requires the update of the original documents to meet current standards and allow the projects to be included in the program at this time.

**Purpose/Business Case:** To provide for the performance of additional services required to update the scoping documents to allow the Region to program the projects.

**Benefit:** The additional services will provide a clear understanding of the scope of work and associated costs required to repair this priority corridor.

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

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

**Risk Assessment:** If this revision is not approved and the additional services are not performed, needed updates to the scoping documents may not be made. If the scoping documents are not updated, the Region will not be able to identify project issues, impacts, or costs with any degree of accuracy.

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

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

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

**Zip Code:** 48216.

20. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z7/R3) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$50,711.25. The additional services will include redesigning the original signing plans to fit the new alignment on M-39 from M-10 to I-94. The alignment on M-39 has changed due to a road and bridge project done through the Metro Region. Some cantilevers and trusses have to be relocated because of the change in alignment. The original authorization provides for the development of design plans for 10.5 miles of freeway sign upgrading along M-39 from M-10 to I-94 in Wayne and Oakland Counties (CS 63171, 82192 - JN 82797C). The authorization term is October 7, 2005, through October 31, 2009. The revised authorization amount will be \$469,316.08. The contract term is February 16, 2005, through October 31, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing. Projects are selected based on the ages and conditions of the signs in place along various segments of highway. Some of the existing signs have already lost their retroreflectivity.

**Purpose/Business Case:** To provide for the performance of additional design services, and to increase the authorization amount by \$50,711.25. The additional services will include the re-designing of the original signing job to fit the new alignment on M-39 from M-10 to I-94. The alignment on M-39 has changed due to a road and bridge project done through the Metro Region. Some cantilever and trusses have to be relocated because of the change in alignment.

**Benefit:** Improved public safety and the preservation of safety assets.

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

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

**Risk Assessment:** If this revision is not approved, the consultant will not be able to complete the project work, safety risks will increase, and safety assets may be lost.

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

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

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

**Zip Code:** 48216.

21. HIGHWAYS - Time Extension

Amendatory Contract (2005-0110/A5) between MDOT and Great Lakes Engineering Group, LLC, will extend the contract term by approximately 18 months to provide sufficient time for the consultant to review and finalize documents. The additional time is needed because outstanding issues need to be resolved with the contractor. The original contract provides for full construction engineering services to be performed for I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and in the city of Monroe, Monroe County. The revised contract term will be April 8, 2005, through October 1, 2010. The contract amount remains unchanged at \$1,630,546.36. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This contract provides for construction engineering oversight and inspection services to be performed for a large trunkline construction project. There are outstanding issues related to the project because the construction was not completed on time.

**Purpose/Business Case:** To extend the contract term by approximately 18 months to provide sufficient time for the consultant to complete the services.

**Benefit:** The additional time will allow the consultant to complete the project oversight and inspection and testing services, as required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current federal and MDOT standards.

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

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

**Risk Assessment:** If this amendment is not approved, needed improvements within the communities and federal participation on the project could be lost.

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

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

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

**Zip Code:** 48161.

22. HIGHWAYS - IDS University Research Services

Authorization (Z12) under Contract (2006-0412) between MDOT and the Regents of the University of Michigan (U of M) will provide for assistance in making speaker arrangements and producing meeting documentation for the First International Summit on the State of the Connected Vehicle, which is being hosted by MDOT and the Connected Vehicle Trade Association (CVTA) in April 2009. The authorization will be in effect from the date of award through June 30, 2009. The authorization amount will be \$52,351. The contract term is from August 15, 2006, through August 14, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The Summit is intended to bring together key decision makers from around the globe to identify and address the critical tipping points that are preventing Vehicle Infrastructure Integration (VII) from being implemented. U of M has professional connections with the international VII community and will provide travel coordination for international speakers and panel members attending the conference.

**Purpose/Business Case:** U of M will support the First International Summit on the State of the Connected Vehicle, which is being held in Detroit in April 2009, by making speaker arrangements and developing formal meeting notes and white papers during the sessions.

**Benefit:** As a leader in the VII initiative, Michigan has the opportunity to see benefits associated with early deployment of this new technology, including improved roadway safety and mobility and economic growth surrounding the technology.

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

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

**Risk Assessment:** If this authorization is not approved, international speakers may be unable to attend the conference, program documentation may not be produced, and the safety and economic benefits of early deployment of VII could be jeopardized.

**Cost Reduction:** Actual cost reimbursement basis.

**Selection:** N/A.

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

**Zip Code:** 48909.

23. HIGHWAYS - IDS University Research Services

Authorization Revision (Z8/R1) under Contract (2006-0414) between MDOT and Michigan Technological University will extend the authorization term by approximately nine months to provide to provide sufficient time for the university to complete the services. The additional time is needed because the researchers determined that additional testing on additional materials must be performed. The original authorization provides for the development of new test procedures for measuring fine and coarse aggregate-specific gravities. The revised authorization term will be April 9, 2007, through December 31, 2009. The authorization amount remains unchanged at \$181,925.24. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Faster methods of determining fine and coarse aggregate-specific gravities for hot mix asphalt projects will allow MDOT to reduce user delays during hot mix asphalt production. The additional time will allow the university to test additional materials commonly used in Michigan hot mix asphalt projects.

**Purpose/Business Case:** To extend the authorization term by approximately nine months to provide sufficient time for the university to complete the research services. A review of MDOT's material usage for hot mix asphalt led researchers to conclude that additional testing on additional materials must be performed.

**Benefit:** Faster methods of determining aggregate-specific gravities will reduce user delays and associated costs caused by delays during hot mix asphalt production.

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

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

**Risk Assessment:** If this revision is not approved, MDOT may not be able to take advantage of new technologies and to improve testing techniques to match changing industry needs.

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

**Selection:** N/A.

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

**Zip Code:** 49931.

24. HIGHWAYS – IDS University Research Services

Authorization (Z22) under Contract (2006-0414) between MDOT and Michigan Technological University will provide for an investigation of the carbon footprints associated with reconstructing and rehabilitating hot mix asphalt (HMA) and Portland cement concrete (PCC) pavements. The authorization will be in effect from the date of award through May 31, 2010. The authorization amount will be \$199,999.49. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** MDOT wishes to develop standards for constructing, rehabilitating, and maintaining the transportation infrastructure that will reduce its carbon footprint. This research will help MDOT to prepare to implement green standards for road construction projects.

**Purpose/Business Case:** MDOT desires to identify the carbon footprints attributable to two of its primary assets, HMA and PCC pavements. Carbon footprints are measurements (in units of carbon dioxide) of the amounts of greenhouse gases produced by human activities. New environmental standards are expected that may require transportation organizations to consider the carbon impacts of construction and maintenance when planning projects.

**Benefit:** This research will help MDOT to prepare for anticipated new environmental requirements.

**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 research is not performed, MDOT will not be prepared to establish a green baseline against which to measure its current methods for constructing highways or to implement green standards for road construction projects.

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

**Selection:** N/A.

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

**Zip Code:** 48909.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2007-0588) between MDOT and Bergmann Associates, Inc., will provide for design services to be performed on US-23 at Geddes Road, Washtenaw County (CS 81074 - JN 87939C). The work items include design of a new pedestrian structure, including preliminary and final plans and traffic signal plans; geotechnical engineering services; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through June 18, 2010. The authorization amount will be \$242,346.80. The contract term is June 19, 2007, through June 18, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This project is included in MDOT's Five Year Plan. In order for MDOT to deliver the project on time, this authorization must be approved on this State Administrative Board agenda.

**Purpose/Business Case:** To provide for bridge design services to be performed on US-23 at Geddes Road, Washtenaw County.

**Benefit:** This service will improve traffic and pedestrian operations, enhance public safety, and provide a safer and more efficient roadway.

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

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

**Risk Assessment:** If the authorization is not approved and the services are not performed, the design for the roadway may not be as safe and efficient as possible, safety funding could be forfeited, and statewide condition goals may not be met.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48103.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0595) between MDOT and Collins Engineers, Inc., will provide for the performance of underwater safety inspections of all submerged substructure elements for various bridges located in the Southwest Region in accordance with the requirements of the National Bridge Inspection Standards (NBIS) (CS 84915 - JN 1053530). The authorization will be in effect from the date of award through June 18, 2010. The authorization amount will be \$112,818.16. The contract term is June 19, 2007, through June 18, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Underwater safety inspections can identify hazardous conditions on submerged elements of bridges that cannot be detected using routine bridge inspection methods.

**Purpose/Business Case:** To provide for the performance of underwater safety inspections of all submerged substructure elements for various bridges located in the Southwest Region in accordance with the requirements of the NBIS.

**Benefit:** Will provide for adequate safety inspection, 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 underwater safety inspection of submerged substructure elements.

**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 safety inspection, which could result in bridge deterioration and failure. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49022.

27. \*HIGHWAYS - Novation

Amendatory Contract (2007-0861/A1) between MDOT, Robert W. Hunt Company, and Bureau Veritas North America, Inc., will provide for the reassignment of contract responsibilities from Robert W. Hunt Company to Bureau Veritas North America, Inc., due to a statutory merger. The original contract provides for the performance of as-needed specialty services for fabrication inspection for bridges and appurtenant structures, corresponding field duties, technical consulting, and testing related to the work. The contract term remains unchanged, January 8, 2008, through December 31, 2010. The maximum contract amount remains unchanged at \$1,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Criticality:** Approval of this amendment is necessary to clearly identify the responsible party to the contract under the correct legal name.

**Purpose/Business Case:** To provide for the reassignment of the contract responsibilities from Robert W. Hunt Company to Bureau Veritas North America, Inc., to accommodate a statutory merger.

**Benefit:** This amendment will make it clear that compliance with the terms of the contract is now the responsibility of Bureau Veritas North America, Inc., and will allow consultant payments and billings to be issued correctly.

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

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

**Risk Assessment:** If this amendment is not approved, the statutory merger may not be recognized, and consultant payments and billings may not be issued correctly.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** N/A for amendment; qualifications-based for original contract.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.

28. \*HIGHWAYS - Novation

Amendatory Contract (2008-0069/A1) between MDOT, TrafficGauge, Inc., and Networks in Motion, Inc., will provide for the reassignment of contract responsibilities from TrafficGauge, Inc., to Networks in Motion, Inc., due to a corporate acquisition. The original contract provides for TrafficGauge, Inc., to access data generated by MDOT from traffic detectors in the Detroit and Grand Rapids metropolitan areas. MDOT does not currently charge TrafficGauge, Inc., for the data but reserves the right to do so in the future. The contract term remains unchanged, February 11, 2008, through January 1, 2040. The contract amount remains unchanged at zero dollars.

**Criticality:** This amendment will reassign the contract responsibilities to reflect the corporate acquisition.

**Purpose/Business Case:** To provide for the reassignment of contract responsibilities.

**Benefit:** Will provide for the reassignment of the contract responsibilities to the appropriate consultant.

**Funding Source:** N/A.

**Commitment Level:** This is an amendment to a zero dollar contract.

**Risk Assessment:** If this amendment is not approved, the contract responsibilities may not be reassigned to the appropriate consultant to reflect the corporate acquisition.

**Cost Reduction:** N/A.

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

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

**Zip Code:** 48909.

29. \*HIGHWAYS – Novation

Amendatory Contract (2008-0083/A1) between MDOT, Rowe Incorporated, and ROWE Professional Services Company will provide for the reassignment of contract responsibilities from Rowe Incorporated to ROWE Professional Services Company due to a name change. The original contract provides for road design surveys to be performed for various intersections along US-131 and the proposed US-131 bypass by Constantine, St. Joseph County (CS 78012 - JN 46269C). The contract term remains unchanged, January 15, 2008, through December 31, 2012. The contract amount remains unchanged at \$662,096.47. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Approval of this amendment is necessary to clearly identify the responsible party to the contract under the correct legal name.

**Purpose/Business Case:** To provide for the reassignment of the contract responsibilities from Rowe Incorporated to ROWE Professional Services Company to accommodate a name change.

**Benefit:** This amendment will make it clear that compliance with the terms of the contract is now the responsibility of ROWE Professional Services Company and will allow consultant payments and billings to be issued correctly.

**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 amendment is not approved, the corporate name change may not be recognized, and consultant payments and billings may not be issued correctly.

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

**Selection:** N/A for amendment; qualifications-based for original contract.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0086) between MDOT and Professional Service Industries, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region for quality assurance (QA) testing and hot mix asphalt (HMA) work and for the Traveling Mix Inspector (TMI) at various locations throughout the Bay Region. The work items include HMA inspection, QA testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 21, 2011. The authorization amount will be \$371,264.76. The contract term is January 22, 2008, through January 21, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The HMA needs to be tested before it can be placed so that MDOT can be assured that it meets specification requirements to ensure that FHWA funding is not jeopardized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for the Bay Region at various locations.

**Benefit:** Will provide for the performance of inspection and testing services to produce a long lasting and high quality product that meets specifications.

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

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

**Risk Assessment:** If the services were not provided, the HMA work would not have needed oversight, and federal funding could be lost.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48601.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0193) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of as-needed construction assistance services for project final reviews under the Project Record Certification Program on a statewide basis. The services will include reviewing final estimates, providing prevailing wage oversight, and completing documentation for the project review process for federal, state, and local government projects. The authorization will be in effect from the date of award through April 1, 2011. The authorization amount will be \$150,011.70. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The work performed under this authorization will assist MDOT in meeting the requirements of the Davis-Bacon Act and the State of Michigan Prevailing Wages on State Projects Act (PA), PA 166 of 1965. Funding could be lost if the requirements of these acts are not met.

**Purpose/Business Case:** To provide for the performance of as-needed construction assistance services for project final reviews on a statewide basis. The consultant will conduct reviews under the Project Record Certification Program, including reviewing final estimates, providing prevailing wage oversight, and completing documentation for the project review process for federal, state, and local government projects.

**Benefit:** The services will fulfill federal requirements for final reviews of local government projects with state and federal funding.

**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 services may not be provided in a timely manner and federal requirements may not be met.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48909.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2008-0193) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of full construction engineering services for the Swartz Creek rest area on eastbound I-69, Genesee County. The work items include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through April 1, 2011. The authorization amount will be \$235,110.02. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% State Restricted Trunkline Funds.

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

**Purpose/Business Case:** To provide for the performance of full construction engineering services for the Swartz Creek rest area on eastbound I-69, Genesee 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 (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, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48473.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z14) under Contract (2008-0287) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide traffic signal optimization services to be performed for 70 signalized intersections in Oakland County, Metro Region (CS 63900 - JN 104008). The work items include coordination and hosting of progress meetings, review of data collection, engineering evaluations, timing optimization, final project documentation, and development of a cost and benefit report. The authorization will be in effect from the date of award through June 16, 2011. The authorization amount will be \$234,725.06. The contract term is June 17, 2008, through June 16, 2011. Source of Funds: 100% Federal Highway Administration Funds.

\* Denotes a non-standard contract/amendment

**Criticality:** Traffic signal optimization relieves congestion on roadways without facility expansion. Signal optimization improves traffic flow, reduces user delays and the associated costs, and improves safety by reducing the number of crashes.

**Purpose/Business Case:** To optimize traffic signal operations by updating corridor signal progression plans. Timing permits will be produced and follow-up analysis will be conducted.

**Benefit:** Optimizing signal operations will improve traffic flow, reduce user delays and the associated costs, and improve roadway safety along the corridors.

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

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

**Risk Assessment:** If this authorization is not approved and the services are not provided, user delays and safety risks will continue and federal funding may be lost. Corridors with signal progression have lower numbers of crashes than corridors without signal progression.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48075.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2008-0396) between MDOT and Wilcox Professional Services, LLC, will provide for traffic signal design assistance services to be performed on an as-needed basis for various projects statewide (CS various - JN 104988C). The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$178,560.53. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** The services will allow MDOT to review and update special provisions and details to have current documents for bid lettings this summer of 2009. Six to eight traffic signal modernization projects will be let this summer. Many details and special provisions need to be updated to reflect current design and construction practices.

**Purpose/Business Case:** To provide for traffic signal design assistance services to be performed on an as-needed basis for various projects statewide. The work will include reviewing, revising, and developing traffic signal details and special provisions. Major revisions are necessary to obtain federal approvals and to prepare for the E-Proposal initiative.

**Benefit:** Basic revisions to traffic signal details and special provisions are required for contract packaging, bidding, and construction. Federal approval of traffic signal details and special provisions will increase the efficiency of contract packaging.

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

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

**Risk Assessment:** If this authorization is not approved, the updating of traffic signal details and special provisions will not occur in a timely manner. This would perpetuate existing inefficiencies in contract packaging, bidding, and construction.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48909.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2009-0051) between MDOT and Wade Trim Associates, Inc., will provide for as-needed inspection and testing services to be performed for road construction and bridge rehabilitation work for various projects within the Traverse City Transportation Service Center (TSC) service area, North Region. The work items include inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$179,183.52. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 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 road construction and bridge rehabilitation work for various projects in the Traverse City TSC service area, North Region.

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

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

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49684.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2009-0052) between MDOT and URS Corporation Great Lakes will provide for traffic signal optimization services to be performed for 70 signalized intersections in Wayne County, Metro Region (CS 82900 - JN 104007). The work items include coordination and hosting of progress meetings, review of data collection, engineering evaluations, timing optimization, final project documentation, and development of a cost and benefit report. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$234,556.12. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** Traffic signal optimization relieves congestion on roadways without facility expansion. Signal optimization improves traffic flow, reduces user delays and the associated costs, and improves safety by reducing the number of crashes.

**Purpose/Business Case:** To optimize traffic signal operations by updating corridor signal progression plans. Timing permits will be produced and follow-up analysis will be conducted.

**Benefit:** Optimizing signal operations will improve traffic flow, reduce user delays and the associated costs, and improve roadway safety along the corridors.

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

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

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If this authorization is not approved and the services are not provided, user delays and safety risks will continue and federal funding may be lost. Corridors with signal progression have lower numbers of crashes than corridors without signal progression.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48075.

37. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2009-0068) between MDOT and Spalding DeDecker Associates, Inc., will provide for as-needed construction staking services to be performed at various locations in the Taylor Transportation Service Center (TSC) service area, Metro Region. The work items include construction staking, right-of-way surveys, and documentation of all field notes. The authorization will be in effect from the date of award through November 17, 2011. The authorization amount will be \$186,987.34. The contract term is November 18, 2008, through November 17, 2011. 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 allow projects to be constructed on schedule and federal funding to be retained.

**Purpose/Business Case:** To provide for construction staking and right-of-way surveys to be performed in the Taylor TSC service area, which will allow projects to be constructed on schedule.

**Benefit:** The construction staking services will reduce the risk of mistakes in road and bridge construction and allow the projects to be constructed on schedule.

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

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

**Risk Assessment:** If the authorization is not approved and the services are not provided, projects may not be constructed on schedule and federal funding may be lost.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48180.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2009-0068) between MDOT and Spalding DeDecker Associates, Inc., will provide for as-needed design survey services to be performed at various locations in the Taylor Transportation Service Center (TSC) service area, Metro Region. The work items include the coordination of operations with contractors performing adjacent work, field surveys, alignment, and preparation of a final report. The authorization will be in effect from the date of award through November 17, 2011. The authorization amount will be \$209,995.55. The contract term is November 18, 2008, through November 17, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The design survey services will allow projects to be developed on schedule.

**Purpose/Business Case:** To provide for the performance of design surveys for roads, rights-of-way, structures, and hydraulics. The services are essential to project development.

**Benefit:** This authorization will provide for roadway design, Americans with Disabilities Act (ADA) compliant sidewalk ramp design, and other aspects of project development.

\* Denotes a non-standard contract/amendment

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

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

**Risk Assessment:** If the authorization is not approved and the services are not provided, projects may not be designed on schedule and federal funding may be lost.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48180.

39. \*HIGHWAYS - Design Services

Contract (2009-0072) between MDOT and Tetra Tech of Michigan, P.C., will provide for design services to be performed for the reconstruction of US-24 from Carter Road to Pennsylvania Road in Brownstown Township, Wayne County (CS 82052 - JN 76899C). The work items include the performance of design surveys, preparation of required plans, computation of plan quantities, and preparation of staging plans for maintenance of traffic during construction. The project length is 2.632 miles. The contract will be in effect from the date of award through December 31, 2012. The contract amount will be \$1,256,476.57. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This project is for the design of the reconstruction of US-24 from Carter Road to Pennsylvania Road in Brownstown Township. This project is a priority, as the roadway is deteriorating rapidly and the drainage system is inadequate.

**Purpose/Business Case:** To provide design services for the reconstruction and widening (from four lanes to five lanes) of US-24 (Telegraph Road) from north of Carter Road northerly to south of the approach of B01 of 82052. The project includes the replacement of guardrail, driveways, drainage, transverse culverts, and curb and gutter and the development of alignment plans.

**Benefit:** Reconstructing US-24 will provide for a safer and more aesthetically appealing roadway and will save maintenance costs.

**Funding Source:** 81.85% Federal Highway 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 US-24 is not reconstructed, the roadway will continue to deteriorate, continual maintenance costs will increase, and needed safety and aesthetic improvements will not be made.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48143.

40. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2009-0078) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region for quality assurance (QA) testing and hot mix asphalt (HMA) work and for the Traveling Mix Inspector (TMI) at various locations throughout the Bay Region. The work items include HMA inspection, QA testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through December 1, 2011. The authorization amount will be \$493,999.16. The contract term is December 2, 2008, through December 1, 2011. 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 HMA needs to be tested before it can be placed so that MDOT can be assured that it meets specification requirements to ensure that FHWA funding is not jeopardized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for the Bay Region at various locations.

**Benefit:** Will provide for the performance of inspection and testing services to produce a long lasting and high quality product that meets specifications.

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

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

**Risk Assessment:** If the services were not provided, the HMA work would not have needed oversight, and federal funding could be lost.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48601.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2009-0097) between MDOT and Tyme Engineering, Inc., will provide for the performance of full construction engineering services for the milling and resurfacing of M-3 (Gratiot Avenue) from 14 Mile Road to Remick Drive and from Sandpiper Street to 23 Mile Road in the city of Mount Clemens, Macomb County (CS 50052 - JN 100101A). The work items include project administration, inspection, staking, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through December 15, 2011. The authorization amount will be \$250,370.50. The contract term is December 16, 2008, through December 15, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This authorization will provide for construction engineering services to be performed for a project that has been let and is scheduled for construction during summer 2009.

**Purpose/Business Case:** To provide for the performance of full construction engineering services on M-3 (Gratiot Avenue) from 14 Mile Road to Remick Drive and from Sandpiper Street to 23 Mile Road in the city of Mount Clemens, Macomb County.

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48043.

42. \*HIGHWAYS - Construction Engineering Services

Contract (2009-0154) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for the bridge and road reconstruction of eastbound US-12, including structure B02 over the Rouge River; westbound US-12, including structure B01 over the Rouge River; US-12 from Evergreen Road to Firestone Street; and US-12 over M-39, including structure S02, in the city of Dearborn, Wayne County (CS 82062 - JNs 83403A, 83404A, 89072A, and 103413A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and assisting in the close out of project documentation. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$1,236,460.43. Source of Funds: 80.92% Federal Highway Administration Funds and 19.08% State Restricted Trunkline Funds.

**Criticality:** Full 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:** This project will provide field and office staff for managing the replacement of the bridges carrying US-12 over the Rouge River, the bridge rehabilitation work at US-12 and M-39, and the resurfacing of US-12 from Evergreen Road to Firestone Street.

**Benefit:** Proceeding with the project as scheduled will provide immediate public safety benefits and improved ride quality on US-12.

**Funding Source:** 80.92% Federal Highway Administration Funds and 19.08% State Restricted Trunkline Funds.

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

**Risk Assessment:** If this contract is not approved, the construction will proceed without the appropriate inspection, testing, and quality assurance. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48124.

43. \*HIGHWAYS - Design Services

Contract (2009-0187) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for the US-131 bypass of the village of Constantine from Brown Road to Garber Road, St. Joseph County (CS 78015 - JNs 46269C and 46269D). The work items include preparing required plans, maintaining traffic and construction staging plans, permanent non-freeway signing plans, traffic signal plans, watermain plans, right-of-way plans, and pavement marking plans; performing surveys and mobility analyses; and solving any problems that may arise during the design of the project. The contract will be in effect from the date of award through December 31, 2012. The contract amount will be \$1,075,979.30. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This contract will provide for the design of a two lane bypass of the village of Constantine that will remove large trucks from the downtown area and provide a safe route for through traffic. The existing section of US-131 through the village of Constantine is a low speed roadway with narrow lanes and difficult turning movements for large trucks; it connects a high-speed limited access freeway section of US-131 to the north with the I-80/90 tollway to the south and serves as a critical route for both commercial and personal vehicles. Delay of the design of this project would delay the needed right-of-way purchasing and construction of the alternate route.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide for design services to be performed for the US-131 bypass of the village of Constantine from Brown Road to Garber Road in St. Joseph County.

**Benefit:** The project will provide a safer and more efficient roadway. This project will promote the exchange of goods and services between Michigan and neighboring states by providing a safe and effective transportation network.

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

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

**Risk Assessment:** Failure to approve this contract would delay safety improvements and have an adverse impact on interstate commerce. Motorists seeking alternate routes around the village of Constantine would be delayed, and the strategy to improve the existing system and meet statewide condition goals would be jeopardized.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49042.

44. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2009-5022) between MDOT and the City of Port Huron will provide for funding participation in the following improvements:

Construction of storm sewer facilities along the westbound Highway I-69 business loop (Griswold Street) from Manhole #R227, located at the intersection of 17<sup>th</sup> Street and Griswold Street, to Manhole #R404, located at the intersection of 20<sup>th</sup> Street and Griswold Street, and along 20<sup>th</sup> Street to Manhole #400, located at the intersection of 20<sup>th</sup> Street and Bancroft Street, within the city of Port Huron.

Estimated Funds:

Federal Highway Administration Funds	\$373,483
State Restricted Trunkline Funds	\$ 75,572
City of Port Huron Funds	<u>\$103,602</u>
Total Funds	<u>\$552,657</u>

ST 77023 – 104035; St. Clair County

Local Letting

**Criticality:** The City of Port Huron is required to separate its storm and sanitary sewer systems. A portion of this work involves drainage from MDOT roadways. This work must be done in conjunction with the citywide sewer separation project. Delaying this work would delay the completion of the citywide sewer separation project.

**Purpose/Business Case:** Construction of a combined sewer separation system.

**Benefit:** Will provide for the drainage of storm water from portions of the Highway I-69 business loop.

**Funding Source:** Federal Highway Administration Funds, State Trunkline and Bridge Construction Funds, and City of Port Huron Funds.

**Commitment Level:** 67.58% federal, 13.67% state, 18.75% City of Port Huron; based on proportion of flow.

**Risk Assessment:** Without this project, contaminated water may flow into the Saint Clair River during intense periods of rainfall.

**Cost Reduction:** Low bid by City of Port Huron and concurrence by MDOT Metro Region.

**Selection:** Low bid.

**New Project Identification:** Construction of new storm sewer system.

**Zip Code:** 48060.

\* Denotes a non-standard contract/amendment

45. HIGHWAYS - Participation for Local Agency Contract  
 Contract (2009-5023) between MDOT and the Allegan County Road Commission will provide for participation in the following improvements:

PART A

The performance of preliminary engineering activities for the emergency culvert replacement and road repair work along Lakeshore Drive at approximately 3300 feet north of 126<sup>th</sup> Avenue and at approximately 5100 feet north of 126<sup>th</sup> Avenue.

PART B

Emergency culvert replacement and road repair work along Lakeshore Drive at approximately 3300 feet north of 126<sup>th</sup> Avenue and at approximately 5100 feet north of 126<sup>th</sup> Avenue.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$27,600	\$110,700	\$138,300
Allegan County Road Commission Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$27,600</u>	<u>\$110,700</u>	<u>\$138,300</u>

ER 03001 - 105107

Preliminary Engineering and Local Construction

**Criticality:** This contract will provide for the reimbursement of federal funds to the County for the performance of design and construction work associated with the temporary repair of a roadway necessitated by damage resulting from the occurrence of a natural disaster over a wide area.

**Purpose/Business Case:** To reimburse the County for costs incurred in the performance of emergency work essential to public safety.

**Benefit:** Will allow the County to be reimbursed for eligible costs of emergency work associated with the temporary repair of a roadway.

**Funding Source:** Federal Emergency Relief Funds.

**Commitment Level:** 100% federal.

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

**Cost Reduction:** Costs incurred by the County for temporary emergency work are reviewed to make sure they are reasonable and valid.

**Selection:** N/A.

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

**Zip Code:** 49406.

46. HIGHWAYS - Participation for Local Agency Preliminary Engineering  
 Contract (2009-5025) between MDOT and the Mason County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category (TED) D Funds:

PART A

The performance of preliminary engineering activities for the permanent culvert replacement and road repair work at the intersection of North Jebavy Drive and Angling Road.

PART B

The performance of preliminary engineering activities for the permanent culvert replacement and road repair work at the intersection of Jebavy Drive approximately 0.5 miles south of Fountain Road.

PART C

The performance of preliminary engineering activities for the permanent culvert replacement and road repair work at the intersection of North Quarterline Road approximately 0.5 miles south of Hoague Road.

PART D

The performance of preliminary engineering activities for the permanent culvert replacement and road repair work at the intersection of North Quarterline Road approximately 0.5 miles north of Townline Road.

PART E

The performance of preliminary engineering activities for the permanent culvert replacement and road repair work at the intersection of West Fountain Road and Victory Corners Road.

PART F

The performance of preliminary engineering activities for the permanent culvert replacement and road repair work at the intersection of West Townline Road approximately 0.5 miles east of Quarterline Road.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>
Federal Highway Administration Funds	\$2,400	\$2,400	\$2,400
State Restricted TED Funds	\$ 600	\$ 600	\$ 600
Mason County Road Commission Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$3,000</u>	<u>\$3,000</u>	<u>\$3,000</u>
	<u>PART D</u>	<u>PART E</u>	<u>PART F</u>
Federal Highway Administration Funds	\$2,400	\$2,400	\$2,400
State Restricted TED Funds	\$ 600	\$ 600	\$ 600
Mason County Road Commission Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$3,000</u>	<u>\$3,000</u>	<u>\$3,000</u>

\* Denotes a non-standard contract/amendment

	<u>TOTAL</u>
Federal Highway Administration Funds	\$14,400
State Restricted TED Funds	\$ 3,600
Mason County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$18,000</u>

ER 53555 – 105094, 105095, 105096, 105097, 105098, 105099  
Preliminary Engineering

**Criticality:** This phase of the project provides for the design of the permanent repair of an all-season roadway that suffered serious damage as a result of a natural disaster over a wide area.

**Purpose/Business Case:** To financially assist in the design of permanent work necessary to restore the condition of the roadway.

**Benefit:** Will allow the County to be reimbursed for eligible preliminary engineering costs.

**Funding Source:** Federal Emergency Relief Funds and State TED Funds.

**Commitment Level:** 80% federal, 20% state.

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

**Cost Reduction:** Hourly rates are fixed; however, the number of hours to perform this work has been estimated.

**Selection:** Qualifications-based.

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

**Zip Code:** 49431.

47. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2009-5040) between MDOT and the Schoolcraft County Road Commission will provide for participation in the following improvements:

Rehabilitation work along County Road 436 from Bowman Road northerly to approximately 200 feet south of the Bear Creek bridge, including subbase, aggregate course, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$74,800
Schoolcraft County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,500</u>

STL 75038 - 102935  
Local Force Account

**Criticality:** Rehabilitation of the roadway is necessary to prevent failure of the roadway structure. Delaying this project would adversely affect public safety.

**Purpose/Business Case:** To preserve and extend life of the roadway.

**Benefit:** Improved and extended life of the roadway.

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49840.

\* Denotes a non-standard contract/amendment

48. HIGHWAYS - Participation for Local Agency Right-of-Way Acquisition  
 Contract (2009-5051) between MDOT and the Barry County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

Right-of-way acquisition work for construction improvements along Finkbeiner Road from Cherry Valley Road to Whitneyville Road.

Estimated Funds:

Federal Highway Administration Funds	\$600,000
State Restricted Local Jobs Today Funds	\$150,000
Barry County Road Commission Funds	\$ 0
Total Funds	<u>\$750,000</u>

HPSL 08015 - 89077  
 Right-of-Way Acquisition

**Criticality:** The right-of-way phase of this project has been approved under the Local Jobs Today Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and is necessary before construction of the project can take place. Delaying this phase of the project would result in the delay of the construction phase of this project, thereby adversely affecting the goal of the Local Jobs Today Program to stimulate the state's economy.

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

**Benefit:** Will allow the project to move forward and funds from SAFETEA-LU to be expended.

**Funding Source:** Federal High Priority Projects Funds and State Local Jobs Today Funds.

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

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

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 49333.

49. HIGHWAYS – Master Contract for Future Highway Projects Including Railroads  
 Master Contract (2009-5069) between MDOT and West Michigan Railroad Company will establish the requirements and obligations of the parties with regard to future highway transportation projects statewide.

A separate authorization will be written for each project that will define the scope of work and funding.

The master contract contains no funding.

**Criticality:** The master contract will expedite the approval time needed for future highway projects.

**Purpose/Business Case:** To establish the terms and conditions for future railroad work statewide (at-grade crossings and grade separations) associated with highway projects involving a new railroad operating in Michigan.

**Benefit:** Will ensure timely delivery of highway projects.

**Funding Source:** Various federal and state funding sources, depending on the particular project authorized.

**Commitment Level:** Will vary depending on the particular project authorized.

**Risk Assessment:** If the master contract is not approved, there could be delays in the award of MDOT and local agency projects.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** Modification and possible new construction of railroad facilities.

**Zip Code:** 48909.

50. HIGHWAYS – Master Contract for Future Highway Projects Including Railroads  
Master Contract (2009-5086) between MDOT and Grand Elk Railroad, LLC, will establish the requirements and obligations of the parties with regard to future highway transportation projects statewide.

A separate authorization will be written for each project that will define the scope of work and funding.

The master contract contains no funding.

**Criticality:** The master contract will expedite the approval time needed for future highway projects.

**Purpose/Business Case:** To establish the terms and conditions for future railroad work statewide (at-grade crossings and grade separations) associated with highway projects involving a new railroad operating in Michigan.

**Benefit:** Will ensure timely delivery of highway projects.

**Funding Source:** Various federal and state funding sources, depending on the particular project authorized.

**Commitment Level:** Will vary depending on the particular project authorized.

**Risk Assessment:** If the master contract is not approved, there could be delays in the award of MDOT and local agency projects.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** Modification and possible new construction of railroad facilities.

**Zip Code:** 48909.

51. \*HIGHWAYS (Maintenance) - Increase Services and Amount, Extend Term  
Amendatory Contract (2004-0158/A1) between MDOT and the Lansing Board of Water and Light will provide for an additional year of the services, will increase the contract amount by \$160,000, and will extend the contract term by one year. This amendment will provide for continuation of the traffic signal maintenance services without interruption while new contract language is developed. The original contract provides for the installation of new traffic signals, modifications to existing traffic signals, and/or upgrades of traffic signals, including the maintenance and energy costs for the traffic signals based on a predetermined prorated amount between MDOT and the City of Lansing. The revised contract term will be April 1, 2004, through March 31, 2010. The revised contract amount will be \$960,000. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This contract is due to expire on March 31, 2009. Approval of this amendment at this time is critical to provide for the continuation of the essential services without interruption.

**Purpose/Business Case:** The contract provides for the installation of new traffic signals, modifications to existing traffic signals, and/or upgrades of traffic signals.

**Benefit:** Safer intersections for motorists.

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

**Commitment Level:** The contract costs are based on a predetermined prorated amount between MDOT and the City of Lansing.

**Risk Assessment:** If the amendment is not approved, essential traffic signal maintenance services could cease, which could increase safety risks at intersections.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** The project is based on a predetermined prorated amount that will result in a cost savings to MDOT.

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

**Zip Code:** 48901.

52. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2009-0191) between MDOT and Lighthouse Title, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

53. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z19/R2) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority (JTA) will decrease state matching funds by \$5,000, increase local matching funds by \$5,000 and move funding from the fencing and gates line item to the cameras line item. JTA inadvertently billed expenses for the purchase of cameras, for which there is no state match, to the fencing and gates line item. This revision will correct that oversight. The original authorization provides state matching funds for JTA's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program and Equity Bonus Limitation Program grant. The authorization term remains unchanged, August 7, 2006, through August 6, 2009. The authorization amount remains unchanged at \$217,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$174,000; FY 2006 and FY 2008 State Restricted Comprehensive Transportation Funds - \$36,000; JTA Funds - \$7,500.

**Criticality:** Approval of this revision is critical to allow the JTA to use the funds to purchase cameras to improve transit security.

**Purpose/Business Case:** To decrease state matching funds by \$5,000, increase local matching funds by \$5,000, and move funding from the fencing and gates line item to the cameras line item.

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

**Funding Source:** FTA Funds - \$174,000; FY 2006 and FY 2008 State Restricted Comprehensive Transportation Funds - \$36,000; JTA Funds - \$7,500.

**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:** 49203.

54.- PASSENGER TRANSPORTATION - Section 5311 Operating Assistance Program

117. The following project authorizations issued under master agreements between MDOT and the following agencies will provide FY 2009 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds for nonurban public transportation services. The project authorization for Bay Area Transportation Authority includes \$486,629 of FY 2006 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds and \$112,274 of FY 2008 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds. FY 2008 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds in the amount of \$308,177 are also included for Bay Metropolitan Transportation Authority (Bay County), \$400,939 for Isabella County Transportation Commission, and \$56,965 for the City of Jackson Transportation Authority. Payment to the local agencies will not exceed 16 percent of their final eligible expenses. The funding is 100 percent Federal Transit Administration (FTA) funds; state funds are not required. The authorizations will be in effect from October 1, 2008, through September 30, 2009. The authorizations are retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: FTA Funds - \$7,881,539.

	<u>Agreement/Authorization</u>	<u>Agency</u>	<u>Total</u>
54.	2007-0156/Z4	Adrian, City of	\$ 40,467
55.	2007-0157/Z15	Allegan County Board of Commissioners	\$104,202
56.	2007-0158/Z5	Alma, City of	\$ 50,497
57.	2007-0159/Z13	ALTRAN Transit Authority (Alger County)	\$ 69,219
58.	2007-0162/Z15	Ann Arbor Transportation Authority	\$ 77,270
59.	2007-0163/Z7	Antrim County Board of Commissioners	\$ 69,110
60.	2007-0168/Z5	Barry County Board of Commissioners	\$ 80,213
61.	2007-0170/Z9	Bay Area Transportation Authority	\$598,903
62.	2007-0171/Z17	Bay Metropolitan Transportation Authority - Arenac	\$ 55,853
63.	2007-0171/Z18	Bay Metropolitan Transportation Authority - Bay	\$308,177
64.	2007-0175/Z9	Benzie Transportation Authority	\$200,688
65.	2007-0176/Z8	Berrien County Board of Commissioners	\$139,200
66.	2007-0177/Z4	Big Rapids, City of	\$ 40,205
67.	2007-0178/Z13	Blue Water Area Transportation Commission (St. Clair County)	\$256,891
68.	2007-0179/Z11	Branch Area Transit Authority	\$141,307
69.	2007-0183/Z5	Cadillac/Wexford Transit Authority	\$180,096
70.	2007-0185/Z16	Capital Area Transportation Authority (Ingham County)	\$131,571
71.	2007-0187/Z7	Caro Transit Authority	\$ 83,063
72.	2007-0188/Z5	Cass County Transportation Authority	\$ 57,514
73.	2007-0190/Z5	Charlevoix County Board of Commissioners	\$100,013
74.	2007-0191/Z11	Cheboygan County Board of Commissioners	\$ 76,783
75.	2007-0193/Z9	Clare County Board of Commissioners	\$139,260
76.	2007-0195/Z7	Clinton Area Transit System	\$130,326

\* Denotes a non-standard contract/amendment

77.	2007-0198/Z7	Crawford County Transportation Authority	\$148,070
78.	2007-0199/Z7	Delta Area Transit Authority	\$101,760
79.	2007-0204/Z13	Eastern Upper Peninsula Transportation Authority (Chippewa County)	\$ 44,518
80.	2007-0205/Z6	Eaton County Transportation Authority	\$241,217
81.	2007-0211/Z8	Gladwin County Board of Commissioners	\$128,173
82.	2007-0212/Z6	Gogebic County Transit	\$ 43,894
83.	2007-0216/Z11	Greater Lapeer Transportation Authority	\$150,262
84.	2007-0217/Z4	Greenville, City of	\$ 33,408
85.	2007-0223/Z4	Hillsdale, City of	\$ 43,085
86.	2007-0226/Z7	Houghton, City of	\$ 37,853
87.	2007-0227/Z7	Huron County Board of Commissioners	\$152,995
88.	2007-0229/Z5	Interurban Transit Authority (Allegan County)	\$ 60,618
89.	2007-0231/Z11	Ionia, City of	\$ 53,277
90.	2007-0233/Z5	Iosco County Board of Commissioners	\$ 32,162
91.	2007-0235/Z10	Isabella County Transportation Commission	\$400,939
92.	2007-0236/Z13	Jackson Transportation Authority, City of	\$ 87,424
93.	2007-0239/Z13	Kalamazoo, City of	\$235,005
94.	2007-0240/Z6	Kalkaska Public Transit Authority	\$ 75,888
95.	2007-0243/Z12	Lenawee County Board of Commissioners	\$ 45,613
96.	2007-0246/Z6	Ludington Mass Transportation Authority	\$142,354
97.	2007-0250/Z5	Manistee County Board of Commissioners	\$138,720
98.	2007-0252/Z12	Marquette County Transit Authority	\$281,347
99.	2007-0253/Z7	Marshall, City of	\$ 40,158
100.	2007-0254/Z18	Mass Transportation Authority (Genesee County)	\$159,157
101.	2007-0257/Z9	Mecosta Osceola Transit Authority	\$ 49,949
102.	2007-0259/Z4	Midland, City of	\$172,911
103.	2007-0260/Z4	Midland County Board of Commissioners	\$175,247
104.	2007-0273/Z5	Ogemaw County Board of Commissioners	\$ 56,335
105.	2007-0274/Z7	Ontonagon County Board of Commissioners	\$ 59,661
106.	2007-0276/Z6	Otsego County Board of Commissioners	\$147,005
107.	2007-0282/Z6	Roscommon County Transportation Authority	\$175,031
108.	2007-0284/Z11	Saginaw Transit Authority Regional Services	\$ 27,446
109.	2007-0285/Z5	Sanilac County Board of Commissioners	\$105,571
110.	2007-0287/Z8	Sault Ste. Marie, City of	\$ 38,204
111.	2007-0288/Z6	Schoolcraft County Board of Commissioners	\$ 46,080
112.	2007-0290/Z12	Shiawassee Area Transportation Authority	\$ 89,504
113.	2007-0292/Z16	St. Joseph County Transportation Authority	\$103,903
114.	2007-0294/Z22	Suburban Mobility Authority for Regional Transportation (Wayne County)	\$107,093
115.	2007-0295/Z12	Thunder Bay Transportation Authority	\$240,332
116.	2007-0299/Z6	Van Buren County Board of Commissioners	\$125,382
117.	2007-0302/Z11	Yates Township	\$153,160

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

**Purpose/Business Case:** To provide FY 2009, FY 2008, and FY 2006 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds for nonurban public transportation services.

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

**Funding Source:** FTA Funds - \$7,881,539.

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

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

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

**Selection:** N/A.

**New Project Identification:** Continuation of this operating assistance program for FY 2009.

**Zip Code:** 48909.

118. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z8/R1) under Master Agreement (2007-0159) between MDOT and the ALTRAN Transit Authority will reduce state matching funds by \$549, add local matching funds of \$549, and adjust funding between line items. Funding is being reallocated from the facility improvement line item to the water heater line item because the water heater cost more than was anticipated. State funds cannot be used as a match for the water heater line item. This revision has received Rural Task Force approval. The original authorization provides state matching funds for ALTRAN's FY 2008 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The authorization term remains unchanged, September 15, 2008, through September 14, 2011. The authorization amount remains unchanged at \$66,500. The toll credit amount remains unchanged at \$6,800. 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 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$60,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$5,951; ALTRAN Funds - \$549.

**Criticality:** The purchase of a water heater is critical to help provide a safe and reliable transportation facility for the safety and comfort of passengers, staff, and the public.

**Purpose/Business Case:** To reduce state matching funds by \$549, add local funding of \$549, and move funding from the facility improvement line item to the water heater line item.

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

**Funding Source:** FTA Funds - \$60,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$5,951; ALTRAN Funds - \$549.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49862.

119. PASSENGER TRANSPORTATION - Section 5317 Program

Project Authorization (Z14) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide toll credits as the state match for DDOT's FY 2006 Federal Section 5317 New Freedom Program grant for service operations and mobility management. These funds will be used to implement a Mobility Management Service, which involves management and delivery of coordinated transportation services for older adults, persons with disabilities, and lower-income individuals. The authorization will be in effect from September 19, 2008, through September 18, 2011. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$788,548. Toll credits in the amount of \$246,694 will be allocated as the state match for the service operations and mobility management line items. 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 - \$788,548.

**Criticality:** Approval at this time is critical to provide DDOT with funds for operating service in FY 2009 designed to transport individuals with disabilities to allow them full participation in society.

**Purpose/Business Case:** To provide toll credits as the state match for DDOT's FY 2006 Section 5317 New Freedom Program grant to implement a Mobility Management Service, which involves management and delivery of coordinated transportation services for older adults, persons with disabilities, and lower-income individuals.

**Benefit:** Increased public transportation services.

**Funding Source:** FTA Funds - \$788,548.

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

**Risk Assessment:** If the authorization is not approved, federal funds could be lost and the needed transportation services may not be provided.

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

**Selection:** N/A.

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

**Zip Code:** 48207.

120. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2008-0016/A2) between MDOT and Progressive AE will extend the contract term by approximately six months to provide sufficient time for the consultant to complete the services. The additional time is needed because proposed changes to the reconstruction/rehabilitation project for this corridor require modifications to the access management plan. The original contract provides for the development of a comprehensive corridor access management plan and a model access management ordinance to be provided to local governing bodies for the M-121 corridor from I-196 to the I-196 business loop in Ottawa County. The revised contract term will be November 7, 2007, through September 30, 2009. The contract amount remains unchanged at \$116,158. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** It is critical for MDOT to receive documentation of all work completed on this project. The additional time will allow the consultant to complete the services, including making necessary modifications to the access management plan and preparing project documentation and final reports. This study is critical for the future design of the programmed reconstruction and rehabilitation of this corridor.

**Purpose/Business Case:** To extend the contract term by approximately six months to provide sufficient time for the consultant to complete the services, including making necessary modifications to the access management plan, completing remaining public involvement activities, and completing the final access management documents.

**Benefit:** The additional time will allow the consultant to complete the services and to provide MDOT with the final documentation and reports. MDOT will incorporate the study's access management recommendations into the design for the upcoming reconstruction/rehabilitation project for this corridor.

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

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

**Risk Assessment:** If the study is not completed, MDOT will lose the opportunity to incorporate the study's access management recommendations into the design of the upcoming reconstruction/rehabilitation project and to improve traffic safety and mobility.

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

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

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

**Zip Code:** 49426.

### TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

121. US-127BR at Price Road, Olive Township, Clinton County  
19031-01-012

	<u>Estimated Installation Cost</u>
FHWA Funds	\$69,427
Total	<u>\$69,427</u>

122. US-131 Southbound Off Ramp at Century Avenue, Sheridan Avenue; City of Grand Rapids, Kent County  
41131-02-017

	<u>Estimated Installation Cost</u>
FHWA Funds	\$28,855
Total	<u>\$28,855</u>

123. M-24 (Lapeer Road) at Dryden Road, Metamora Township, Lapeer County  
44011-01-001

	<u>Estimated Installation Cost</u>
Lapeer County Funds	\$ 1,347
State Restricted Trunkline Funds	\$ 1,347
FHWA Funds	\$26,942
Total	<u>\$29,636</u>

124. M-24 (Lapeer Road) at Burnside Road, Deerfield Township, Lapeer County  
44012-01-013

	<u>Estimated Installation Cost</u>
Lapeer County Funds	\$ 1,528
State Restricted Trunkline Funds	\$ 1,528
FHWA Funds	\$30,562
Total	<u>\$33,618</u>

\* Denotes a non-standard contract/amendment

125. M-58 (State Street) at Lawndale Road, Saginaw Township, Saginaw County  
73073-01-007

	<u>Estimated Installation Cost</u>
FHWA Funds	<u>\$45,750</u>
Total	<u>\$45,750</u>

**Criticality:** It is necessary to collect money due the State of Michigan.

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

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

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

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

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

**Cost Reduction:** Fixed costs as shown in the cost agreements.

**Selection:** N/A.

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

**Zip Code:** 49503, 48879, 48455, 48461, 48608.



**Benefit:** The benefit of this project will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

**Funding Source:**

89371A	
Federal Highway Administration Funds	80.00 %
City of Saginaw	2.50 %
State Restricted Trunkline Funds	17.50 %
89372A	
Federal Highway Administration Funds	80.00 %
City of Saginaw	2.50 %
State Restricted Trunkline Funds	17.50 %

**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:** Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

**Cost Reduction:** Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

**New Project Identification:** Reconstruction, enhancement of existing, and sign upgrades.

**Selection:** Low bid.

**Zip Code:** 48601.

127.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903024	\$ 3,665,136.38	\$ 3,272,194.19
	PROJECT STT 54022-56703		
	LOCAL AGRMT. 08-5367		% OVER/UNDER EST.
	START DATE - APRIL 03, 2009		
	COMPLETION DATE - MAY 31, 2010		-10.72 %

5.61 mi of hot mix asphalt cold milling resurfacing, base crushing, shaping and resurfacing, guardrail, drainage, intersection upgrades and vertical grade corrections on M-20 from the east end of the Little Muskegon River bridge easterly to west of Poe Street in the village of Mecosta, Mecosta County. This project includes two 5 year materials and workmanship pavement warranties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	\$ 3,272,194.19	Same	1 **
Central Asphalt, Inc.	\$ 3,277,142.55	Same	2
Michigan Paving and Materials Co.	\$ 4,615,777.00	Same	3
Elmer's Crane & Dozer, 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:** This project is supported by MDOT's Road Preservation 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.

**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:**

56703A	
Federal Highway Administration Funds	80.82 %
Village of Mecosta	1.26 %
State Restricted Trunkline Funds	17.92 %

**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:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49340.

128. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903025  
 PROJECT STT 34061-53279  
 LOCAL AGRMT.  
 START DATE - APRIL 13, 2009  
 COMPLETION DATE - AUGUST 21, 2009

ENG. EST.                      LOW BID  
 \$ 2,550,430.06      \$ 2,433,155.30

% OVER/UNDER EST.  
 -4.60 %

4.11 mi of hot mix asphalt cold milling and resurfacing, joint repairs, safety, and drainage upgrades on M-21 from west of Hawley Highway easterly to west of Detmer Road, Ionia County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Co.</b>	<b>\$ 2,433,155.30</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 2,502,962.27	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 programs: MDOT's Road Preservation Program, The Traffic and Safety Program and the Roadside Landscaping 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 Traffic and Safety Program is used 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. The Roadside landscaping portion of this project provides slope protection, screening, noise buffering, and visual enhancement of the roadside, streetscape, interchanges, wetland mitigation, and along MDOT right-of-way. It is done to replace vegetation and dead plant material that was eliminated due to construction of new roadways. The program also mitigates the loss of wetlands or replaces vegetation that was damaged due to improvement projects. Landscaping is also performed in partnership with local units of government to enhance streetscapes and improve the quality of life.

**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. The benefits will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

**Funding Source:**

53279A

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. The wetland mitigation, visual screening, and noise abatement involved in roadside landscaping are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

**Cost Reduction:** Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48881.

129.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903028	\$ 1,185,465.51	\$ 853,806.87
	PROJECT ARRA 65041-103008		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 13, 2009		
	COMPLETION DATE - MAY 22, 2009		-27.98 %

10.62 mi of full depth concrete pavement repairs and joint resealing on I-75 northbound from the Ogemaw/Arenac County line northerly to Cook Road and from Ski Park Road northerly to the Ogemaw/Roscommon County line, Ogemaw County.

A 2009 highway preventive maintenance project.

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

**WITHDRAWN**

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Six-S, Inc.</b>	\$ 853,806.87	Same	1 **
Kelcris Corporation	\$ 879,718.60	Same	2
Snowden, Inc.	\$ 898,260.05	Same	3
C & D Hughes, Inc.	\$ 963,863.53	Same	4
Florence Cement Company	\$ 969,384.03	Same	5
Causie Contracting, Inc.			
Doan Construction Company			

5 Bidders

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

**Purpose/Business Case:** 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:**

103008A

Federal Highway Administration Funds 100 %  
(ARRA Funds)

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

**Risk Assessment:** 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:** 48661.

130. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903029 \$ 556,395.86 \$ 494,822.00  
 PROJECT NH 24071-90217  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 13, 2009  
 COMPLETION DATE - AUGUST 07, 2009 -11.07 %

1.70 mi of hot mix asphalt cold milling and resurfacing, pavement marking, and traffic control on I-75 from M-108 northerly to the south end of the Mackinac Bridge in the village of Mackinaw City, Emmet and Cheboygan Counties. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	\$ 494,822.00	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 526,005.00	Same	2
Bacco Construction Company	\$ 722,736.94	Same	3

3 Bidders

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

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

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

**Funding Source:**

90217A

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:** 49701.

131. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903030  
 PROJECT CM 70013-100582-2  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 14, 2009

ENG. EST.  
 \$ 493,341.15  
 LOW BID  
 \$ 436,485.20  
 % OVER/UNDER EST.  
 -11.52 %

0.35 mi of hot mix asphalt indirect left turn crossovers and right turn lanes, obliteration of old road, and culvert extensions on US-31 from south of Fillmore Street to north of Fillmore Street, Ottawa County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kamminga &amp; Roodvoets, Inc.</b>	<b>\$ 436,485.20</b>	<b>Same</b>	<b>1 **</b>
Workman Contractors, Inc.	\$ 446,556.92	Same	2
Schippers Excavating, Inc.	\$ 457,090.62	Same	3
Jack Dykstra Excavating Inc	\$ 462,021.75	Same	4
Dean's Landscaping & Excavating	\$ 465,218.05	Same	5
Brenner Excavating, Inc.	\$ 467,398.18	Same	6
Nagel Construction, Inc.	\$ 478,365.37	Same	7
Bultema Brothers Road Contractors	\$ 479,544.13	\$ 478,904.13	8
CL Trucking & Excavating, LLC.	\$ 482,594.12	Same	9
Nashville Construction Company	\$ 487,527.23	Same	10
D.J. McQuestion & Sons, Inc.	\$ 488,777.42	Same	11
Dykema Excavators, Inc.	\$ 489,601.77	Same	12
Ron Meyer & Associates Excavating	\$ 495,771.92	Same	13
Triangle Excavators, Inc.	\$ 503,873.00	Same	14
Milbocker and Sons, Inc.	\$ 511,060.80	Same	15
Langlois & Sons Excavating, Inc.	\$ 549,161.67	Same	16
Connan Inc.	\$ 615,230.00	Same	17
Wadel Stabilization, Inc.	\$ 630,837.01	\$ 630,197.01	18
Lodestar Construction, Inc.	\$ 643,649.52	Same	19
Weick Bros., Inc.			
Michigan Paving and Materials Co.			
C & D Hughes, Inc.			
Schmidt Bros. Excavating, Inc.			

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

**Benefit:** Reduction in transportation related emissions.

**Funding Source:**

100582A

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

**Cost Reduction:** Less congestion and reduced maintenance costs.

**New Project Identification:** Rehabilitation and reconstruction.

**Selection:** Low bid.

**Zip Code:** 49460.

132. LETTING OF MARCH 06, 2009 ENG. EST. LOW BID  
PROPOSAL 0903031 \$ 385,834.92 \$ 422,330.29  
PROJECT ST 50061-102711, ETC  
LOCAL AGRMT. % OVER/UNDER EST.  
START DATE - JUNE 01, 2009  
COMPLETION DATE - JULY 27, 2009 9.46 %

12.75 mi of overband crack filling, crack sealing, and pavement marking on I-696 eastbound Service Drive from Liberal Street to Hayes Street, on westbound Service Drive from George Merrelli Drive to Hayes Street, on M-97 from 14 Mile Road to Metro Parkway, and on M-3 from M-102 to 14 Mile Road in the cities of Warren, Centerline, Eastpointe and Roseville, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 422,330.29	Same	1 **

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:** This project is a combination of bridge and road preservation and supported by the Capital Preventive Maintenance program to preserve the structural integrity and extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

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

102711A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
102712A		
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 the existing surface conditions. Deterioration of the existing State trunkline network and bridges causing safety concerns.

**Cost Reduction:** Lower vehicle maintenance and reduced roadway maintenance costs.

**New Project Identification:** Maintenance and rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48051, 48048.

133.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903032	\$ 32,057.94	\$ 31,840.60
	PROJECT STT 44063-84128		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 20, 2009		-0.68 %

Resurfacing of carpool parking lot and addition of an opening to the existing carpool parking lot on the north side of M-90 east of M-53, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Saginaw Asphalt Paving Company</b>	\$ 31,840.60	Same	1 **
Astec Asphalt, Inc.	\$ 32,592.25	Same	2
John Carlo, Inc.	\$ 33,755.60	Same	3
ABC Paving Company	\$ 37,780.00	Same	4
Lois Kay Contracting Co.	\$ 39,364.95	Same	5
Albrecht Sand & Gravel Co.			
Florence Cement Company			
Pyramid Paving & Contracting Co.			
Pro-Line Asphalt Paving Corp.			

5 Bidders

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

**Purpose/Business Case:** This project is a combination of two programs: The Congestion Mitigation and Air Quality (CMAQ), and Carpool Parking Lot. The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas. The Carpool Parking Lot portion is designed to increase the capacity and encourage the use of the carpool lots. This project consists of removing and replacing an existing carpool lot and adding an opening to the existing carpool lot at the north side of M-90.

**Benefit:** Reduction in transportation related emissions and reconstructing the existing carpool lot will reduce maintenance costs at this location.

**Funding Source:**

84128A

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

**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 less congestion of the existing carpool lot.

**New Project Identification:** Rehabilitation and new construction.

**Selection:** Low bid.

**Zip Code:** 48444.

134. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903033  
 PROJECT STE 05071-79647, ETC  
 LOCAL AGRMT. 08-5501  
 START DATE - JUNE 08, 2009  
 COMPLETION DATE - SEPTEMBER 19, 2011

ENG. EST.                      LOW BID  
 \$ 3,599,976.94    \$ 2,984,291.58

% OVER/UNDER EST.  
 -17.10 %

3.00 mi of crack relief, asphalt crack relief layer, reconstruction, crushing and shaping with hot mix asphalt widening, miscellaneous drainage, safety improvements, decorative sidewalk, decorative lights, and tree planting on US-131 from Elder Road northerly to M-66 and from north of Dale Avenue to south of Division Street in the village of Mancelona, Antrim County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 2,984,291.58</b>	<b>Same</b>	<b>1 **</b>
Kalin Construction Co., Inc.	\$ 3,062,558.07	Same	2
Elmer's Crane & Dozer, Inc.	\$ 3,314,154.09	Same	3
M & M Excavating Co., Inc.	\$ 3,333,333.33	Same	4
Rieth-Riley Construction Co., Inc.	\$ 3,379,851.16	Same	5
Cordes Excavating, Inc.	\$ 3,614,953.20	Same	6
D.J. McQuestion & Sons, Inc.			
Kamminga & Roodvoets, Inc.			
Zito Construction Co.			
Milbocker and Sons, 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:** 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:**

104017A		
Federal Highway Administration Funds		73.00 %
Village of Mancelona		27.00 %
79647A		
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 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.

**New Project Identification:** Rehabilitation and reconstruction.

**Selection:** Low bid.

**Zip Code:** 49659.

135.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903034	\$ 11,940,112.69	\$ 9,331,218.29
	PROJECT BHN 82062-83403, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 19, 2011		-21.85 %

2.50 mi of hot mix asphalt cold milling and resurfacing, sidewalk ramp upgrades, bridge replacement, hot mix asphalt overlay, joints, deck patching, and substructure patching on US-12 eastbound and westbound over the Rouge River and over M-39 and on US-12 (Michigan Avenue) from Elm Street easterly to Firestone Street in the city of Dearborn, Wayne County. This project includes a 3 year pavement performance warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C. A. Hull Co., Inc.</b>	<b>\$ 9,331,218.29</b>	<b>Same</b>	<b>1 **</b>
Walter Toebe Construction Co.	\$ 9,760,279.77	Same	2
E. C. Korneffel Co.	\$ 9,892,807.79	Same	3
Posen Construction, Inc.	\$ 10,358,874.72	Same	4
Dan's Excavating, Inc.	\$ 10,452,446.09	Same	5
Anlaan Corporation			
J. Slagter & Son Construction Co.			

5 Bidders

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

**Purpose/Business Case:** This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

**Funding Source:**

103413A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
83403A		
	City of Dearborn	2.48 %
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	17.52 %
83404A		
	City of Dearborn	2.26 %
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	15.89 %
89072A		
	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 bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**New Project Identification:** Rehabilitation and reconstruction.

**Selection:** Low bid.

**Zip Code:** 48126.

136. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903036  
 PROJECT STT 30012-74742, ETC  
 LOCAL AGRMT. 07-5723  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 19, 2011

ENG. EST.                      LOW BID  
 \$ 4,380,620.25      \$ 4,161,360.29

% OVER/UNDER EST.  
 -5.01 %

9.90 mi of hot mix asphalt cold milling, overlay, reconstruction, microsurfacing, concrete curb and gutter, storm sewer, watermain, deck replacement and streetscape on M-49 from US-12 northerly to M-99 and on M-99 from the Hillsdale/Calhoun County line to Adams Road in the village of Allen, city of Litchfield, Hillsdale County. This project includes a 3 year and a 2 year pavement performance warranty and a 2 year bridge painting warranty.

A 2009 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Gerken Paving, Inc.</b>	<b>\$ 4,161,360.29</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving and Materials Co.	\$ 4,573,953.28	Same	2
Rieth-Riley Construction Co., Inc.	\$ 4,601,703.03	\$ 4,619,203.03	3

3 Bidders

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

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

**Purpose/Business Case:** This project is a combination of Road and Bridge Preservation, The Transportation Enhancement Program, and the Capital Preventive Maintenance program. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads. 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:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The treatments are expected to 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 programs will allow cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

103306A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
74742A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
79893A		
	Federal Highway Administration Funds	81.85 %
	City of Litchfield	0.43 %
	State Restricted Trunkline Funds	17.72 %
90006A		
	Federal Highway Administration Funds	51.00 %
	(Transportation Enhancement Funds)	
	City of Litchfield	36.00 %
	State Restricted Trunkline Funds	13.00 %

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

**Risk Assessment:** There is a greater risk of injury/accidents due to the existing surface conditions. Deterioration of the existing State trunkline network and bridges causing safety concerns. Loss of federal funds.

**Cost Reduction:** Lower vehicle maintenance and reduced roadway maintenance costs. Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**New Project Identification:** Maintenance, reconstruction, and enhancement.

**Selection:** Low bid.

**Zip Code:** 49252.

137. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903038  
 PROJECT IMG 70024-90148  
 LOCAL AGRMT.  
 START DATE - AUGUST 14, 2009  
 COMPLETION DATE - NOVEMBER 14, 2009

ENG. EST.                      LOW BID  
 \$ 623,916.15                \$ 531,392.58  
 % OVER/UNDER EST.  
 -14.83 %

23.81 mi of freeway signing upgrades on I-196 from 140th Avenue easterly to the Ottawa/Kent County line in the cities of Holland and Hudsonville, Allegan and Ottawa Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bridge Tec Services, Corp.</b>	<b>\$ 531,392.58</b>	<b>Same</b>	<b>1 **</b>
Action Traffic Maintenance, Inc.	\$ 580,604.50	Same	2
Martell Electric, LLC	\$ 663,818.98	Same	3
J. Ranck Electric, Inc.	\$ 681,831.06	Same	4
Midwest Bridge Company	\$ 715,951.66	Same	5
J & J Contracting, Inc.			
Highway Service Company, Inc.			
GFS Fence, Guardrail & Signage, Inc.			

5 Bidders

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

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

90148A

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 upgrades.

**Selection:** Low Bid.

**Zip Code:** 49525.

138. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903040  
 PROJECT ST 84916-103332  
 LOCAL AGRMT.  
 START DATE - MAY 04, 2009  
 COMPLETION DATE - JULY 31, 2009

ENG. EST.                      LOW BID  
 \$ 462,651.80                \$ 420,764.66

% OVER/UNDER EST.  
 -9.05 %

105.01 mi of overband crack filling on various state trunkline locations, Clinton, Eaton, Ingham, Genesee and Shiawassee Counties.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 420,764.66</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 496,411.36	Same	2
Superior Chip Sealing & Maintenance	\$ 520,180.00	Same	3
Fahrner Asphalt Sealers, LLC.	\$ 1,046,041.94	Same	4
Michigan Joint Sealing, Inc.			

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:**

103332A

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:** 48910.

139. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903041  
 PROJECT STG 70823-102325  
 LOCAL AGRMT.  
 START DATE - JUNE 29, 2009  
 COMPLETION DATE - JUNE 14, 2010

ENG. EST.                      LOW BID  
 \$ 421,988.65                \$ 375,135.62

% OVER/UNDER EST.  
 -11.10 %

18.21 mi of non-freeway signing upgrades on I-196BL from US-31 to I-196 and on M-121/I-196BL to the Kent/Ottawa County line, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Highway Service Company, Inc.</b>	<b>\$ 375,135.62</b>	<b>Same</b>	<b>1 **</b>
Action Traffic Maintenance, Inc.	\$ 377,481.57	Same	2
J. Ranck Electric, Inc.	\$ 389,777.76	Same	3
Sterling Sign Co. Inc.	\$ 392,933.00	Same	4
Bridge Tec Services, Corp.	\$ 404,147.30	Same	5
Martell Electric, LLC	\$ 437,580.10	Same	6
J & J Contracting, Inc.	\$ 485,575.14	Same	7
GFS Fence, Guardrail & Signage, Inc.			
Midwest Bridge Company			

7 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:**

102325A

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 upgrades.

**Selection:** Low Bid.

**Zip Code:** 49426.

140. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903042  
 PROJECT STT 77091-102718, ETC  
 LOCAL AGRMT.  
 START DATE - MAY 01, 2009  
 COMPLETION DATE - JUNE 30, 2009

ENG. EST.  
 \$ 1,009,713.56 \$  
 LOW BID  
 \$ 951,181.62  
 % OVER/UNDER EST.  
 -5.80 %

4.05 mi of hot mix asphalt cold milling and resurfacing with sidewalk ramp upgrades on M-25 from north of Hancock Street to the M-25/M-136 interchange and on M-29 from north of Nook Road to south of Greenwood Street in the cities of Port Huron And Algonac, St. Clair County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>John Carlo, Inc.</b>	<b>\$ 951,181.62</b>	<b>Same</b>	<b>1 **</b>
Ace Asphalt & Paving Co. Inc.	\$ 977,166.99	Same	2
Ajax Paving Industries, Inc.	\$ 1,055,796.79	Same	3

3 Bidders

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

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

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

**Funding Source:**

102718A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
102719A	
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.









145. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903049  
 PROJECT STG 84913-104183  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2009

ENG. EST.                      LOW BID  
 \$ 2,507,672.89    \$ 2,677,877.51

% OVER/UNDER EST.  
 6.79 %

900.00 mi of application of centerline and non-freeway shoulder corrugations and permanent pavement markings including longitudinal and special markings on various state trunkline routes, Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 2,677,877.51</b>	<b>Same</b>	<b>1 **</b>
R. S. Contracting, Inc.	\$ 2,810,036.31	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 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:**

104183A

Federal Highway Administration Funds                      100 %

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

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Selection:** Low Bid.

**Zip Code:** 49525.

146. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903050  
 PROJECT STG 84914-104186  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2009

ENG. EST.                      LOW BID  
 \$ 2,049,498.00    \$ 2,176,295.58

% OVER/UNDER EST.  
 6.19 %

1000.00 mi of application of longitudinal pavement markings and non-freeway centerline and shoulder rumble strips on various trunklines, Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac, and Tuscola Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 2,176,295.58</b>	<b>Same</b>	<b>1 **</b>
R. S. Contracting, Inc.	\$ 2,494,226.07	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 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:**

104186A

Federal Highway Administration Funds                      100 %

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

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Selection:** Low Bid.

**Zip Code:** 48768 Region -wide.

147. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903051  
 PROJECT CM 70081-90108, ETC  
 LOCAL AGRMT.  
 START DATE - APRIL 20, 2009  
 COMPLETION DATE - JULY 02, 2009

ENG. EST.                      LOW BID  
 \$ 958,492.32                \$ 952,250.65

% OVER/UNDER EST.  
 -0.65 %

2.74 mi of hot mix asphalt crack treatment, one-course hot mix asphalt cold milling and resurfacing, intersection widening, and drainage improvements on M-104 from Buchanan Street easterly to 144th Avenue in the village of Spring Lake, Ottawa County. This project includes a 2 year and a 3 year pavement performance warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Co.</b>	<b>\$ 952,250.65</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 1,042,939.30	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: The Capital Preventive Maintenance Program and The Congestion Mitigation and Air Quality (CMAQ) Program. 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. The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

**Benefit:** Reduction in transportation related emissions. The treatments provided by the Capital Preventive Maintenance Program will delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

103198A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %
90108A		
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:** 49454.

149.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903054	\$ 70,075.70	\$ 60,706.85
	PROJECT STT 20072-103006		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 10, 2009		
	COMPLETION DATE - AUGUST 28, 2009		-13.37 %

10.70 mi of hot mix asphalt crack treatment on M-18 from the south Crawford County line northerly to M-72 and on M-72 from M-18 easterly to the east Crawford County line, Crawford County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Superior Chip Sealing &amp; Maintenance</b>	<b>\$ 60,706.85</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 61,933.35	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 67,283.36	Same	3
Interstate Sealant & Concrete, Inc.			
JMA Contracting, LLC.			
Michigan Joint Sealing, Inc.			

3 Bidders

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

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

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

**Funding Source:**

103006A	
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:** 49738.

150. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903055 ENG. EST. \$ 502,413.18 LOW BID \$ 433,704.79  
 PROJECT STG 84916-102326  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2009 -13.68 %

64.11 mi of non-freeway signing upgrades on M-99 from the state line northerly to I-496 in the cities of Hillsdale, Litchfield, Eaton Rapids and Lansing, the villages of Jonesville and Springport, Hillsdale, Jackson, Eaton and Ingham Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Highway Service Company, Inc.</b>	\$ 433,704.79	Same	1 **
Action Traffic Maintenance, Inc.	\$ 438,470.09	Same	2
J. Ranck Electric, Inc.	\$ 463,484.99	Same	3
J & J Contracting, Inc.	\$ 479,830.60	Same	4
Bridge Tec Services, Corp.	\$ 492,392.05	Same	5
Sterling Sign Co. Inc.	\$ 533,323.39	Same	6
Martell Electric, LLC	\$ 537,307.88	Same	7
GFS Fence, Guardrail & Signage			
Midwest Bridge Company			

7 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:**

102326A  
 Federal Highway Administration Funds 100 %

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

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction or sign upgrade.

**Selection:** Low bid.

**Zip Code:** 49284.

151.	LETTING OF MARCH 06, 2009 PROPOSAL 0903056 PROJECT BHT 03023-102322 LOCAL AGRMT. START DATE - APRIL 13, 2009 COMPLETION DATE - JUNE 26, 2009	ENG. EST. \$ 527,792.67	LOW BID \$ 513,150.25	% OVER/UNDER EST. -2.77 %
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Beam end repair, deck joint replacement, zone painting, epoxy overlay, and maintaining traffic on M-89 over the Kalamazoo River in the city of Allegan, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.W. Lamb, Inc.</b>	<b>\$ 513,150.25</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 531,742.00	Same	2
C. A. Hull Co., Inc.	\$ 552,339.10	Same	3
J. Slagter & Son Construction Co.	\$ 558,061.26	Same	4
Bridge Tec Services, Corp.	\$ 603,535.10	Same	5
Midwest Bridge Company	\$ 607,443.86	Same	6
Walter Toebe Construction Co.	\$ 635,212.21	Same	7
Milbocker and Sons, Inc.			
Seaway Painting, LLC			
Davis Construction, Inc.			
Icarus Industrial Painting & Cont.			
Atsalis Brothers Painting Co.			
Central Painting, Inc.			

7 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:**

102322A

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:** 49010.

152.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903057	\$ 1,439,842.47	\$ 1,345,496.82
	PROJECT NH 31051-88411		
	LOCAL AGRMT. 08-5488		% OVER/UNDER EST.
	START DATE - MAY 04, 2009		
	COMPLETION DATE - AUGUST 14, 2009		-6.55 %

0.37 mi of roadway reconstruction and widening, drainage improvements, and sanitary sewer replacement for the construction of a boulevard roadway on US-41 from Cliff Drive westerly to MacInnes Drive in the city of Houghton, Houghton County. This project includes a 5 year materials and workmanship pavement warranty.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hebert Construction Company</b>	<b>\$ 1,345,496.82</b>	<b>Same</b>	<b>1 **</b>
Musson Bros., Inc.	\$ 1,446,006.20	Same	2
Bacco Construction Company	\$ 1,549,405.80	Same	3
Thomas J. Moyle, Jr., Incorporated	\$ 1,689,467.87	Same	4
MJO Contracting, Inc.	\$ 1,819,210.33	Same	5
Yalmer Mattila Contracting, Inc.	\$ 1,828,726.63	Same	6
Smith Paving, Inc.			
A. Lindberg & Sons, 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:** 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:**

88411A

Federal Highway Administration Funds	74.91 %
Michigan Technological University	8.47 %
State Restricted Trunkline Funds	16.62 %

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49921.

153.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903058	\$ 278,716.00	\$ 232,722.50
	PROJECT ST 84916-103347		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 04, 2009		
	COMPLETION DATE - SEPTEMBER 26, 2009		-16.50 %

60.53 mi of overband crack filling and hot mix asphalt crack treatment at 9 locations, Hillsdale, Jackson, and Lenawee Counties. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	\$ 232,722.50	Same	1 **
Scodeller Construction, Inc.	\$ 298,930.00	Same	2
Fahrner Asphalt Sealers, LLC.			
Michigan Joint Sealing, 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:**

103347A

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:** 49201.

154.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903059	\$ 362,959.06	\$ 270,990.50
	PROJECT STG 84915-101672		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 09, 2009		-25.34 %

52.65 mi of non-freeway sign upgrading on US-12, M-86, M-60, M-66 and I-69BL, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J & J Contracting, Inc.	\$ 270,990.50	Same	1 **
Sterling Sign Co. Inc.	\$ 271,712.59	Same	2
Action Traffic Maintenance, Inc.	\$ 309,121.84	Same	3
J. Ranck Electric, Inc.	\$ 340,382.06	Same	4
Bridge Tec Services, Corp.	\$ 358,392.65	Same	5
Martell Electric, LLC	\$ 370,614.46	Same	6
GFS Fence, Guardrail & Signage			
Highway Service Company, Inc.			
Midwest Bridge Company			

6 Bidders

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

**Purpose/Business Case:** 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:**

101672A

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 upgrades.

**Selection:** Low Bid.

**Zip Code:** 49036.

155.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903060	\$ 80,685.37	\$ 71,233.60
	PROJECT NH 82211-102723		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 15, 2009		
	COMPLETION DATE - JUNE 15, 2009		-11.71 %

4.02 mi of hot mix asphalt crack treatment on M-85 from north of Goddard Road northerly to Schaefer Road in the cities of Detroit and Lincoln Park, Wayne County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Joint Sealing, Inc.	\$ 71,233.60	Same	1 **
Scodeller Construction, Inc.	\$ 78,773.03	Same	2
JMA Contracting, LLC.			
Interstate Sealant & Concrete, 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:**

102723A

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:** 48146.

156.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903061	\$ 535,860.89	\$ 461,308.38
	PROJECT IMG 82195-103522		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 12, 2009		-13.91 %

2.56 mi of freeway signing upgrades on I-75 from the 17th Street pedestrian structure northerly to M-3 (Gratiot Avenue) in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Highway Service Company, Inc.</b>	\$ 461,308.38	Same	1 **
Bridge Tec Services, Corp.	\$ 467,297.73	Same	2
Action Traffic Maintenance, Inc.	\$ 535,742.54	Same	3
J. Ranck Electric, Inc.	\$ 561,205.59	Same	4
Midwest Bridge Company	\$ 623,612.85	Same	5
Martell Electric, LLC			
J & J Contracting, Inc.			
RMD Holdings, Ltd.			
GFS Fence, Guardrail & Signage			

5 Bidders

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

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

103522A

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 upgrades.

**Selection:** Low Bid.

**Zip Code:** 48216.

157.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903062	\$ 283,331.95	\$ 295,690.83
	PROJECT STT 51041-90357, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 08, 2009		
	COMPLETION DATE - MAY 21, 2010		4.36 %

0.49 mi of hot mix asphalt base crushing, shaping, and resurfacing, deck widening and patching, railing replacement, beam repair, hot mix asphalt overlay with membrane, and approach work on M-115 from Thompsonville Road to southeast of Bear Creek and on M-115 over Bear Creek in the village of Copemish, Manistee County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 295,690.83</b>	<b>Same</b>	<b>1 **</b>
Elmer's Crane & Dozer, Inc.	\$ 297,549.26	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 bridge and road preservation. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

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

**Funding Source:**

103858A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

90357A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49625.

158. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903063  
 PROJECT ST 84912-103203  
 LOCAL AGRMT.  
 START DATE - JULY 07, 2009  
 COMPLETION DATE - SEPTEMBER 02, 2009

ENG. EST.                      LOW BID  
 \$ 288,850.00            \$ 261,571.00

% OVER/UNDER EST.  
 -9.44 %

75.10 mi of hot mix asphalt crack treatment on M-55 from the Iosco west county line easterly to Chambers Road, on US-23 from the Iosco south county line northerly to south of Townline Road, on M-65 from north of Pine Acres Road northerly to south of Kings Corner Road, on M-72 from west of O'Donnell Road easterly to US-23 and from the Oscoda west county line easterly to M-33, on M-32 from west of Salina Road easterly to east of M-65 (north) and on M-65 from M-32 northerly to US-23, Iosco, Alcona, Oscoda, Alpena and Presque Isle Counties. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Scodeller Construction, Inc.</b>	<b>\$ 261,571.00</b>	<b>Same</b>	<b>1 **</b>
Superior Chip Sealing & Maintenance	\$ 289,916.80	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 451,834.32	Same	3
Interstate Sealant & Concrete, Inc.			
JMA Contracting, LLC.			
Michigan Joint Sealing, Inc.			

3 Bidders

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

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

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

**Funding Source:**

103203A

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:** 49707 TSC Wide.

159. LETTING OF MARCH 06, 2009  
PROPOSAL 0903064  
PROJECT STT 08011-102379  
LOCAL AGRMT.  
START DATE - MAY 18, 2009  
COMPLETION DATE - JULY 17, 2009

	ENG. EST.	LOW BID
	\$ 167,527.69	\$ 151,016.04
		% OVER/UNDER EST.
		-9.86 %

23.69 mi of hot mix asphalt crack treatment at 5 locations in the village of Nashville, city of Battle Creek, Barry and Calhoun Counties. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fahrner Asphalt Sealers, LLC.</b>	\$ 151,016.04	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 158,044.62	Same	2
Scodeller Construction, Inc.	\$ 191,407.65	Same	3
Superior Chip Sealing & Maintenance	\$ 229,386.69	Same	4
JMA Contracting, LLC.			
Michigan Joint Sealing, Inc.			

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:**

102379A

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

**Cost Reduction:** Less congestion and reduced maintenance costs.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48139.

163.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903070	\$ 607,326.00	\$ 509,212.00
	PROJECT MER 82194-104072		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2009		-16.16 %

Bridge rehabilitation consisting of steam cleaning, partial painting, and maintaining traffic on I-75 northbound over Rouge River, Dearborn Street, and Conrail Railroad and on the I-75 northbound off ramp over the Rouge River in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Icarus Industrial Painting &amp; Cont.</b>	\$ 509,212.00	Same	1 **
Atsalis Brothers Painting Co.	\$ 595,580.00	Same	2
Seaway Painting, LLC	\$ 620,304.00	Same	3
Central Painting, Inc.			
Abhe & Svoboda, Inc.			

3 Bidders

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

**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:**

104072A

State Restricted Trunkline Funds 100 %

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

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









**New Project Identification:** Rehabilitation.  
**Selection:** Low bid.  
**Zip Code:** 48066.

## LOCAL PROJECTS

168. LETTING OF MARCH 06, 2009 ENG. EST. LOW BID  
 PROPOSAL 0903001 \$ 4,621,575.05 \$ 3,787,536.06  
 PROJECT CM 41400-102424, ETC  
 LOCAL AGRMT. 08-5509 % OVER/UNDER EST.  
 START DATE - APRIL 13, 2009  
 COMPLETION DATE - SEPTEMBER 26, 2009 -18.05 %

1.26 mi of road reconstruction including widening for left turn lane, aggregate base, storm sewer, hot mix asphalt, concrete pavement, curb, gutter and sidewalk, pavement markings, and traffic signal on 52nd Street at Kalamazoo Avenue and on Kalamazoo Avenue from 52nd Street to 44th Street in the city of Kentwood, Kent County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kalin Construction Co., Inc.</b>	<b>\$ 3,787,536.06</b>	<b>Same</b>	<b>1 **</b>
Bultema Brothers Road Contractors	\$ 3,787,708.60	Same	2
Nagel Construction, Inc.	\$ 3,928,704.37	Same	3
Kammaing & Roodvoets, Inc.	\$ 3,968,162.08	Same	4
Diversco Construction Company Inc.	\$ 4,084,560.59	Same	5
C & D Hughes, Inc.	\$ 4,187,119.37	Same	6
Kentwood Excavating, Inc.	\$ 4,226,790.60	Same	7
Dykema Excavators, Inc.	\$ 4,228,404.05	Same	8
Schippers Excavating, Inc.	\$ 4,259,438.60	Same	9
C & G Myers Construction, LLC	\$ 4,397,622.38	Same	10
Nashville Construction Company	\$ 4,590,319.90	Same	11
Wyoming Excavators, Inc.	\$ 5,083,005.45	Same	12
Michigan Paving and Materials Co.			
Peters Construction Co.			
Brenner Excavating, Inc.			

12 Bidders

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

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

**Purpose/Business Case:** This project is for 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:**

102424A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

104884A

Kent County	43.19 %
Federal Highway Administration Funds	56.81 %

**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:** 49508.

169. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903002  
 PROJECT STUL 47476-104496  
 LOCAL AGRMT. 08-5512  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 12, 2010

ENG. EST.                      LOW BID  
 \$ 2,631,309.36      \$ 2,099,783.47

% OVER/UNDER EST.  
 -20.20 %

0.67 mi of road reconstruction including hot mix asphalt surfacing, concrete curb, gutter, sidewalks and ramps, watermain replacement, sanitary sewer improvements, and storm sewer work on East Sibley Street from Michigan Avenue to National Street in the city of Howell, Livingston County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fonson, Inc.</b>	<b>\$ 2,099,783.47</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 2,135,939.65	Same	2
DeAngelis Landscape, Inc.	\$ 2,148,695.00	Same	3
Zito Construction Co.	\$ 2,171,493.31	Same	4
Stante Excavating Co., Inc.	\$ 2,218,567.65	Same	5
C & D Hughes, Inc.	\$ 2,230,554.37	Same	6
Dunigan Brothers, Inc.	\$ 2,276,381.50	Same	7
C & G Myers Construction, LLC	\$ 2,322,752.50	Same	8
Angelo Iafrate Construction Company	\$ 2,337,894.30	Same	9
E.T. MacKenzie Company	\$ 2,368,990.75	Same	10
L.J. Construction, Inc.	\$ 2,432,132.96	Same	11
Rohde Brothers Excavating, Inc.	\$ 2,485,380.00	Same	12
Concord Excavating & Grading, Inc.	\$ 2,524,746.02	Same	13
Nashville Construction Company	\$ 2,542,207.27	Same	14
Milbocker and Sons, Inc.			
Warren Contractors/American Asphalt			
Ajax Paving Industries, Inc.			
Pamar Enterprises, Inc.			
Fisher Contracting Company			
Rieth-Riley Construction Co., Inc.			
Cadillac Asphalt, LLC.			
Peter A. Basile Sons, Inc.			

14 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:**

104496A

Federal Highway Administration Funds	48.40 %
City of Howell	51.60 %

**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:** 48843.

170.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903003	\$ 2,429,432.25	\$ 2,298,165.28
	PROJECT STU 50458-104075, ETC		
	LOCAL AGRMT. 09-5015		% OVER/UNDER EST.
	START DATE - APRIL 16, 2009		
	COMPLETION DATE - JULY 01, 2009		-5.40 %

1.99 mi of cold milling hot mix asphalt and concrete, hot mix asphalt resurfacing, concrete pavement repairs, and earth work on 12 Mile Road from Groesbeck Highway to Gratiot Avenue and from Hayes Road to Groesbeck Highway in the city of Roseville, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 2,298,165.28</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company	\$ 2,322,203.30	Same	2
Cadillac Asphalt, LLC.	\$ 2,392,366.13	Same	3
Barrett Paving Materials, Inc.	\$ 2,403,679.03	Same	4
John Carlo, Inc.	\$ 2,483,220.05	Same	5

5 Bidders

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

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

**Purpose/Business Case:** This project is for the 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:**

104075A

Macomb County	18.15 %
Federal Highway Administration Funds	81.85 %

104528A

Macomb 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:** 48066.

171. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903004  
 PROJECT STU 50458-103737  
 LOCAL AGRMT. 09-5002  
 START DATE - MAY 01, 2009  
 COMPLETION DATE - JUNE 30, 2009

ENG. EST.                      LOW BID  
 \$ 1,662,100.70    \$ 1,548,989.73

% OVER/UNDER EST.  
 -6.81 %

2.01 mi of hot mix asphalt cold milling and resurfacing, concrete curb, gutter, pavement repair and approaches with integral curb, earthwork, and storm sewer on Hoover Road from 8 Mile Road to 10 Mile Road in the city of Warren, Macomb County.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>John Carlo, Inc.</b>	<b>\$ 1,548,989.73</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 1,588,791.95	Same	2
Barrett Paving Materials, Inc.	\$ 1,619,377.22	Same	3
Cadillac Asphalt, LLC.	\$ 1,622,975.85	Same	4
Florence Cement Company			
Angelo Iafrate Construction Company			

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:**

103737A	
Federal Highway Administration Funds	81.67 %
City of Warren	18.33 %

**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:** 48093.

172. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903005  
 PROJECT MCS 46010-89655  
 LOCAL AGRMT. 09-5014  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 31, 2009

ENG. EST.                      LOW BID  
 \$ 1,068,858.50            \$ 862,448.43

% OVER/UNDER EST.  
 -19.31 %

Construction of a precast, post-tensioned side-by-side concrete box beam bridge and related approach work on Cadmus Road over South Branch Raisin River, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>E.T. MacKenzie Company</b>	<b>\$ 862,448.43</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.	\$ 981,944.76	Same	2
J.E. Kloote Contracting, Inc.	\$ 1,008,205.34	Same	3
Walter Toebe Construction Co.	\$ 1,008,395.31	Same	4
Nashville Construction Company	\$ 1,018,148.65	Same	5
Anlaan Corporation	\$ 1,019,074.04	Same	6
Posen Construction, Inc.	\$ 1,082,769.33	Same	7
C. A. Hull Co., Inc.	\$ 1,366,603.59	Same	8
S-L and H Contractors Incorporated			
Davis Construction, Inc.			
J. Slagter & Son Construction Co.			
L.W. Lamb, Inc.			

8 Bidders

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

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

89655A	
Lenawee County	5.00 %
State Restricted Trunkline Funds	95.00 %

**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:** 49221.

173.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903006	\$ 1,019,827.40	\$ 988,167.50
	PROJECT STU 81075-104551		
	LOCAL AGRMT. 09-5018		% OVER/UNDER EST.
	START DATE - JUNE 08, 2009		
	COMPLETION DATE - JULY 31, 2009		-3.10 %

1.04 mi of cold milling hot mix asphalt surface, hot mix asphalt, concrete curb and gutter, and watermain construction on North Hewitt Road from Packard Road to Clark Road, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Pamar Enterprises, Inc.</b>	<b>\$ 988,167.50</b>	<b>Same</b>	<b>1 **</b>
Service Construction L.L.C.	\$ 1,115,869.07	Same	2
Peter A. Basile Sons, Inc.	\$ 1,129,867.26	Same	3
Stante Excavating Co., Inc.	\$ 1,153,883.72	Same	4
Dunigan Brothers, Inc.	\$ 1,158,482.20	Same	5
Barrett Paving Materials, Inc.			
Dan's Excavating, Inc.			
Nashville Construction Company			
Ajax Paving Industries, Inc.			
E.T. MacKenzie Company			
Angelo Iafrate Construction Company			
DiPonio Contracting, Inc.			
C & G Myers Construction, LLC			
Cadillac Asphalt, LLC.			
C & D Hughes, Inc.			
Fonson, Inc.			

5 Bidders

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

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

**Purpose/Business Case:** This project is for the 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:**

104551A

Washtenaw County	56.21 %
Federal Highway Administration Funds	43.79 %

**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 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.

174.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903007	\$ 966,000.00	\$ 908,417.76
	PROJECT MCS 82025-86343		
	LOCAL AGRMT. 09-5011		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 28, 2009		-5.96 %

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.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Walter Toebe Construction Co.</b>	<b>\$ 908,417.76</b>	<b>Same</b>	<b>1 **</b>
K & S Piling Company	\$ 909,127.50	Same	2
Posen Construction, Inc.	\$ 1,012,850.15	Same	3
Dan's Excavating, Inc.	\$ 1,072,029.23	Same	4
E. C. Korneffel Co.	\$ 1,098,240.93	Same	5
C. A. Hull Co., Inc.	\$ 1,218,352.73	Same	6
Peter A. Basile Sons, Inc.			
J. Slagter & Son Construction Co.			

6 Bidders

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

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

**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:**

Source of Funds:

86343A

City of Detroit

5.00 %

State Restricted Trunkline Funds

95.00 %

**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:** 48219.



**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:**

101637A		
Federal Highway Administration Funds	80.00	%
City of Roosevelt Park	20.00	%
104253A		
Federal Highway Administration Funds	62.80	%
City of Roosevelt Park	37.20	%

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

**Risk Assessment:** If this project is not awarded, the federal funds 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:** 49441.

176.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903009	\$ 879,389.00	\$ 888,922.50
	PROJECT STU 82457-105165		
	LOCAL AGRMT. 08-5497		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 35 working days		1.08 %

0.65 mi of hot mix asphalt surfacing and cold milling, pavement rehabilitation, sidewalk ramps, and pavement markings on Seven Mile Road from Outer Drive westerly to Lodge Freeway (M-10) in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	\$ 888,922.50	Same	1 **
Ajax Paving Industries, Inc.	\$ 895,711.14	Same	2
Barrett Paving Materials, Inc.	\$ 972,329.73	Same	3
Cadillac Asphalt, LLC.	\$ 1,114,339.05	Same	4
Peter A. Basile Sons, 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:**

105165A

Wayne 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:** 48235.

177. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903010  
 PROJECT STU 25402-84685  
 LOCAL AGRMT. 09-5001  
 START DATE - MAY 18, 2009  
 COMPLETION DATE - AUGUST 14, 2009

ENG. EST.  
 \$ 740,600.00

LOW BID  
 \$ 426,760.45

% OVER/UNDER EST.  
 -42.38 %

0.48 mi of hot mix asphalt pavement and concrete base removal, hot mix asphalt cold milling and surfacing, concrete curb and gutter replacement, concrete bridge railing patching, and guardrail replacement on Stewart Avenue from Andrew Street easterly to James P. Cole Boulevard in the city of Flint, Genesee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ace Asphalt &amp; Paving Co. Inc.</b>	<b>\$ 426,760.45</b>	<b>Same</b>	<b>1 **</b>
Lois Kay Contracting Co.	\$ 488,377.40	Same	2
Cadillac Asphalt, LLC.	\$ 492,832.25	Same	3
Pyramid Paving & Contracting Co.	\$ 562,052.85	Same	4
Barrett Paving Materials, Inc.	\$ 573,074.05	Same	5
Ajax Paving Industries, Inc.	\$ 596,004.95	Same	6

6 Bidders

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

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

**Purpose/Business Case:** This project is for 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:**

84685A

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:** 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:** 49505.

178. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903011  
 PROJECT BRO 62019-86297  
 LOCAL AGRMT. 08-5510  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 15, 2009

ENG. EST.	LOW BID
\$ 615,396.00	\$ 516,885.00
% OVER/UNDER EST.	
	-16.01 %

Removal of existing structure, construction of a prestressed, post-tensioned box beam bridge, and related approach work on 6 Mile Road over White River, Newaygo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Miller Development, Inc.</b>	\$ 516,885.00	Same	1 **
Jackson Contracting	\$ 532,588.90	Same	2
J.E. Kloote Contracting, Inc.	\$ 574,664.36	Same	3
Milbocker and Sons, Inc.	\$ 592,186.97	Same	4
Anlaan Corporation	\$ 610,801.00	Same	5
S-L and H Contractors Incorporated	\$ 616,579.40	Same	6
K & S Piling Company	\$ 621,910.20	Same	7
L.W. Lamb, Inc.	\$ 624,245.00	Same	8
Nashville Construction Company	\$ 629,552.00	Same	9
E.T. MacKenzie Company	\$ 671,576.83	Same	10
McDowell Construction , L.L.C.	\$ 696,064.92	Same	11
J. Slagter & Son Construction Co.			
Nicol & Sons, Inc.			

11 Bidders

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

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

**Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

**Funding Source:**

86297A

Newaygo County	9.18 %
Federal Highway Administration Funds	76.48 %
State Restricted Trunkline Funds	14.34 %

**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:** 49349.

179. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903012  
 PROJECT EDDF 18555-89703  
 LOCAL AGRMT. 08-5504  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 01, 2009

ENG. EST. \$ 662,530.50  
 LOW BID \$ 527,584.00  
 % OVER/UNDER EST. -20.37 %

1.99 mi of aggregate surface road reconstruction, grading, subbase, aggregate base, peat excavation, swamp backfill, drainage, and slope restoration on Harrison Avenue from Gladwin Road northerly to Clarence Road, Clare County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Central Michigan Contracting, Inc.</b>	<b>\$ 527,584.00</b>	<b>Same</b>	<b>1 **</b>
Wonsey Tree Service, Inc.	\$ 566,829.41	Same	2
Hallack Contracting, Inc.	\$ 571,456.01	Same	3
Malley Transport, LLC	\$ 584,945.85	Same	4
L.J. Construction, Inc.	\$ 598,920.85	Same	5
Mead Bros. Excavating Inc.	\$ 639,071.55	Same	6
D.J. McQuestion & Sons, Inc.	\$ 639,928.03	Same	7
M & M Excavating Co., Inc.	\$ 648,327.55	Same	8
CJ's Excavating Septic Service Inc.	\$ 661,234.71	Same	9
McGuirk Sand & Gravel, Inc.	\$ 690,037.76	Same	10
Glencorp, Inc.	\$ 690,984.46	Same	11
Davis Construction, Inc.	\$ 701,925.79	Same	12
Fisher Contracting Company	\$ 748,445.45	Same	13
Wm. R. Curtis, Inc.	\$ 788,060.27	Same	14
San Marino Excavating, Inc.	\$ 791,340.75	Same	15
Lee Wood Contracting, Inc.	\$ 833,722.73	Same	16
Cadwell Brothers Construction Comp	\$ 848,423.99	Same	17
Burkett Excavating	\$ 849,616.45	Same	18
Milbocker and Sons, Inc.	\$ 854,513.50	Same	19
Katterman Trucking, Inc.	\$ 864,673.02	Same	20
Concord Excavating & Grading, Inc.	\$ 896,541.59	Same	21
Rieth-Riley Construction Co., Inc.	\$ 920,854.75	Same	22
Zito Construction Co.	\$ 960,843.00	Same	23
Kamminga & Roodvoets, Inc.	\$ 1,023,541.50	Same	24
Geiersbach Construction, Inc.	\$ 1,093,915.10	Same	25
Rohde Brothers Excavating, Inc.			
Nagel Construction, Inc.			
Cadillac Asphalt, LLC.			
The Isabella Corporation			
Crawford Contracting, Inc.			
Elmer's Crane & Dozer, Inc.			
CRS/Shaw Contracting Co.			

25 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:**

89703A

Clare County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

**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:** 48625.

180. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903013  
 PROJECT EDDF 65555-77193  
 LOCAL AGRMT. 08-5506  
 START DATE - MAY 04, 2009  
 COMPLETION DATE - JUNE 19, 2009

ENG. EST.  
 \$ 493,985.25

LOW BID  
 \$ 377,377.33

% OVER/UNDER EST.  
 -23.61 %

1.52 mi of hot mix asphalt road rehabilitation, base crushing and shaping, trenching, aggregate shoulders, culverts, pavement marking, and slope restoration on Greenwood Road from the Henderson Lake Road south intersection to east of Cranberry Lake Road, Ogemaw County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 377,377.33</b>	<b>Same</b>	<b>1 **</b>
Bolen Asphalt Paving, Inc.	\$ 414,034.20	Same	2
Katterman Trucking, Inc.	\$ 414,546.19	Same	3
D.J. McQuestion & Sons, Inc.	\$ 422,038.51	Same	4
Cordes Excavating, Inc.	\$ 424,902.36	Same	5
M & M Excavating Co., Inc.	\$ 438,382.06	Same	6
Pyramid Paving & Contracting Co.			

6 Bidders

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

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

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

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

**Funding Source:**

77193A	
Ogemaw County	20.00 %
Federal Highway Administration Funds	62.00 %
State Restricted Trunkline Funds	18.00 %

**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 reconstruction.

**Selection:** Low bid.

**Zip Code:** 48661.

181.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903014	\$ 491,850.75	\$ 367,891.96
	PROJECT BRO 07004-89188		
	LOCAL AGRMT. 09-5017		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 21, 2009		-25.20 %

Bridge removal and replacement including a temporary bridge, hot mix asphalt approaches, and guardrail upgrades on Golf Course Road at Daults Creek, Baraga County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>MD Contracting, Inc.</b>	<b>\$ 367,891.96</b>	<b>Same</b>	<b>1 **</b>
Danielson Contracting, Inc.	\$ 408,501.00	Same	2
A. Lindberg & Sons, Inc.	\$ 416,761.00	Same	3
Associated Constructors, LLC	\$ 430,067.14	Same	4
MJO Contracting, Inc.	\$ 438,776.43	Same	5
Hebert Construction Company	\$ 449,335.45	Same	6
Yalmer Mattila Contracting, Inc.	\$ 476,984.55	Same	7
Bacco Construction Company	\$ 522,327.73	Same	8
J. Slagter & Son Construction Co.			
Snowden, Inc.			

8 Bidders

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

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

89188A

Baraga County	6.43 %
Federal Highway Administration Funds	78.80 %
State Restricted Trunkline Funds	14.77 %

**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:** 49946.

182.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903015	\$ 353,075.60	\$ 322,606.68
	PROJECT MCS 09015-89192		
	LOCAL AGRMT. 09-5006		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 24, 2009		-8.63 %

Bridge rehabilitation including pin and hanger replacement, concrete patching, and expansion joint replacement on Harry S. Truman Parkway at Water Street/Saginaw Bay Southern Railroad in the city of Bay City, Bay County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Anlaan Corporation</b>	<b>\$ 322,606.68</b>	<b>Same</b>	<b>1 **</b>
L.W. Lamb, Inc.	\$ 326,229.20	Same	2
K & S Piling Company	\$ 333,649.20	Same	3
Walter Toebe Construction Co.	\$ 334,879.41	Same	4
C. A. Hull Co., Inc.	\$ 342,573.70	Same	5
J. Slagter & Son Construction Co.	\$ 346,767.96	Same	6
Midwest Bridge Company	\$ 356,374.00	Same	7
Posen Construction, Inc.	\$ 376,928.52	Same	8
Bridge Tec Services, Corp.	\$ 390,849.31	Same	9
Novak Construction			
Davis Construction, Inc.			
Abhe & Svoboda, Inc.			

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.

**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:**

89192A

City of Bay City	5.00 %
State Restricted Trunkline Funds	95.00 %

**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 rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48708.

183.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903016	\$ 218,704.55	\$ 197,259.15
	PROJECT STUL 61407-103453-2		
	LOCAL AGRMT. 08-5272		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 25 working days		-9.81 %

0.27 mi of hot mix asphalt road reconstruction, excavation, drainage structures, storm sewer, aggregate base, concrete curb and gutter, sidewalk ramps, and pavement markings on Hile Road from Harvey Street to Airline Highway, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Co.	\$ 197,259.15	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 226,076.65	Same	2
C & D Hughes, Inc.	\$ 264,666.50	Same	3

3 Bidders

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

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

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

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

**Funding Source:**

103453A

Muskegon 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:** 49441.

184. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903017  
 PROJECT STH 41609-105019  
 LOCAL AGRMT. 08-5507  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 03, 2009

ENG. EST.  
 \$ 262,726.00

LOW BID  
 \$ 220,669.59

% OVER/UNDER EST.  
 -16.01 %

0.16 mi of vertical curve modification, earth excavation, subbase, aggregate base, hot mix asphalt surfacing, curb and gutter, and safety item upgrades on 13 Mile Road at Pine Island Drive, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dykema Excavators, Inc.</b>	<b>\$ 220,669.59</b>	<b>Same</b>	<b>1 **</b>
Nagel Construction, Inc.	\$ 229,786.46	Same	2
Davis Construction, Inc.	\$ 238,404.61	Same	3
Dean's Landscaping & Excavating	\$ 245,392.98	Same	4
Kentwood Excavating, Inc.	\$ 250,147.05	Same	5
Bultema Brothers Road Contractors	\$ 251,522.58	Same	6
C & D Hughes, Inc.	\$ 255,586.76	Same	7
Kamminga & Roodvoets, Inc.	\$ 256,261.71	Same	8
Milbocker and Sons, Inc.	\$ 258,531.77	Same	9
Schippers Excavating, Inc.	\$ 258,554.20	Same	10
Brenner Excavating, Inc.	\$ 264,381.05	Same	11
D.J. McQuestion & Sons, Inc.	\$ 267,695.30	Same	12
CL Trucking & Excavating, LLC.	\$ 269,998.35	Same	13
Weick Bros., Inc.	\$ 282,597.85	Same	14
Jack Dykstra Excavating Inc	\$ 284,715.04	Same	15
Langlois & Sons Excavating, Inc.	\$ 285,289.63	Same	16
Diversco Construction Company Inc.	\$ 290,054.26	Same	17
Nashville Construction Company	\$ 300,443.94	Same	18
Washtenaw Inc. Maintenance Service	\$ 332,157.90	Same	19
Lodestar Construction, Inc.	\$ 375,564.80	Same	20
Wyoming Excavators, Inc.			
Michigan Paving and Materials Co.			
Rieth-Riley Construction Co., Inc.			

20 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.



**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:**

104479A		
Federal Highway Administration Funds	100	%
105023A		
Lapeer County	20.00	%
Federal Highway Administration Funds	80.00	%

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

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 48421.

186. LETTING OF MARCH 06, 2009  
 PROPOSAL 0903019  
 PROJECT STH 37609-100334  
 LOCAL AGRMT. 08-5483  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 15, 2009

ENG. EST.                      LOW BID  
 \$ 467,840.40                \$ 369,412.86

% OVER/UNDER EST.  
 -21.04 %

0.25 mi of center left turn lane construction and extension, earth excavation, subbase, aggregate base, hot mix asphalt surfacing, storm sewer, curb and gutter, and safety item upgrades on West Broomfield Road at Crawford Road in the city of Mt. Pleasant, Isabella County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>The Isabella Corporation</b>	<b>\$ 369,412.86</b>	<b>Same</b>	<b>1 **</b>
Malley Transport, LLC	\$ 370,671.78	Same	2
McGuirk Sand & Gravel, Inc.	\$ 392,014.54	Same	3
Crawford Contracting, Inc.	\$ 410,950.66	Same	4
San Marino Excavating, Inc.	\$ 423,876.91	Same	5
Milbocker and Sons, Inc.	\$ 425,644.50	Same	6
Geiersbach Construction, Inc.	\$ 438,895.85	Same	7
Rohde Brothers Excavating, Inc.	\$ 452,205.00	Same	8
Kamminga & Roodvoets, Inc.	\$ 456,643.89	Same	9
Cadwell Brothers Construction Comp	\$ 459,007.80	Same	10
Jack Dykstra Excavating Inc	\$ 475,145.27	Same	11
Nashville Construction Company	\$ 477,383.39	Same	12
Fisher Contracting Company	\$ 491,165.72	Same	13
Nagel Construction, Inc.			
CRS/Shaw Contracting Co.			
D.J. McQuestion & Sons, Inc.			
Central Michigan Contracting, Inc.			
Pyramid Paving & Contracting Co.			
Nicol & Sons, Inc.			
Wonsey Tree Service, Inc.			
Central Asphalt, Inc.			
CJ's Excavating Septic Service Inc.			

13 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:**

100334A

Isabella County	20.00 %
Federal Highway Administration Funds	80.00 %

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

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 48858.

187.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903022	\$ 1,737,981.50	\$ 1,662,268.05
	PROJECT MCS 53003-89660		
	LOCAL AGRMT. 09-5013		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 11, 2009		-4.36 %

Removal of existing structure, construction of a 2-span precast, spread concrete box beam bridge and related approach work on Scottville Road over the Pere Marquette River, Mason County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	<b>\$ 1,662,268.05</b>	<b>Same</b>	<b>1 **</b>
Hardman Construction, Inc.	\$ 1,749,069.50	Same	2
Anlaan Corporation	\$ 1,787,325.90	Same	3
J.E. Kloote Contracting, Inc.	\$ 1,878,766.03	Same	4
S-L and H Contractors Incorporated			
L.W. Lamb, Inc.			
Walter Toebe Construction Co.			
Miller Development, Inc.			
C. A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			

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 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:**

89660A

Mason County	5.42 %
State Restricted Trunkline Funds	94.58 %

**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:** 49454.

**EXTRAS**

188. **Extra 2009 - 36**

Control Section/Job Number: 82123-45199 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT  
Engineer's Estimate: \$24,774,092.81

Description of Project:

0.93 mi of reconstruction of mainline I-96 and ramps, drainage work, signing, pavement marking, lighting, ITS, guardrail construction, concrete barrier wall and valley gutter, curb and gutter, and turf establishment and bridge work of deck replacement, overlay, steel repair, pin and hanger, paint, guardrail, substructure and abutment repair, widening, beam heat straightening on 14 bridges on I-96 from Warren Avenue to Roosevelt Avenue in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 3, 2005	
Original Contract Amount:	\$25,933,021.14	
Total of Overruns/Changes (Approved to Date):	598,030.53	+ 2.31%
Total of Extras/Adjustments (Approved to Date):	1,576,464.38	+ 6.08%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>55,348.84</u></b>	<b><u>+ 0.21%</u></b>
<b>Revised Total</b>	<b><u>\$28,162,864.89</u></b>	<b>+ 8.60%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.39% over the original budget for an **Authorized to Date Amount** of \$28,107,516.05.

Approval of this extra will place the authorized status of the contract 8.60% or \$2,229,843.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-147	6 r. 2	\$320,000.00	12/06/05
2006-027	10 r. 1	\$250,000.00	03/07/06
2006-118	17 r. 1	\$364,822.50	09/05/06
2007-191	23 r. 1	\$37,802.39	12/18/07

Contract Modification Number(s): 24

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

**CM 24**

<b>45199A</b>	
Worksite Traffic Supervisor	\$41,216.00
Additional Re-Steel Trucking Cost	4,973.79
Structure Repair Work S-42	3,362.43
<b>51502A</b>	
Traffic Control Force Account S01 Electrical Work	844.84
Approved Force Account for Re-Steel Cutting S-48	1,195.68
<b>59284A</b>	
Set Up Traffic for Hydro S-36 Force Account	<u>3,756.10</u>
<b>Total</b>	<b><u>\$55,348.84</u></b>

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

**CM 24**

This item was set up on a previous contract modification and now represents the amount needed to date. The item was set up to have a dedicated person responsible for the maintaining traffic on the project. The time, equipment 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 Standard Specifications for Construction.

The plans did not include all of the re-steel necessary to complete the bridge. The engineer directed the contractor to place the steel that was needed. To complete the re-steel work the contractor ordered additional steel. This item is being set up to cover the additional trucking cost necessary to deliver the additional re-steel. The extra costs for Additional Re-steel Trucking Cost were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the invoice submitted by the contractor and reviewed by the engineer.

The bolted repairs set up for the bridge repairs did not fit correctly. The engineer directed the contractor to cut the repairs down so that they would fit. The extra cost for Structure Repair Work S-42 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to complete electrical work on the Warren Avenue bridge on a previous contract modification. This item is being set up to pay for the traffic control needed to complete the work. The extra cost for Traffic Control Force Account S01 Electrical Work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The re-steel set up for the haunch at the S-48 structure would not fit as designed. The engineer directed the contractor to cut the re-steel so that it would fit. The extra cost for Approved Force Account for Re-Steel Cutting S-48 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to complete the hydrodemolition work at night so that lane closures could be used under the bridge without affecting traffic. The extra cost for Set up Traffic for Hydro S-36 Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on March 17, 2009.

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

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

**Funding Source:**

**45199A:** FHWA, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%;

**48608A:** FHWA, 86.67%; State Restricted Trunkline, 12.25%; City of Detroit, 1.08%;

**51502A:** FHWA, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%;

**59284A:** FHWA, 90.00%; State Restricted Trunkline, 8.75%; City of Detroit, 1.25%;

**78719A:** State Restricted Trunkline 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:** These items were required for the safe and timely completion of the project.

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

**Selection:** Low bid.

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

**Zip Code:** 48612.

189. **Extra 2009 - 37**

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

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

State Transportation Commission - Does not meet criteria.

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

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

Description of Project:

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

Administrative Board Approval Date:	March 6, 2007	
Contract Date:	March 7, 2007	
Original Contract Amount:	\$5,914,937.90	
Total of Overruns/Changes (Approved to Date):	(115,556.26)	- 1.95%
Total of Extras/Adjustments (Approved to Date):	194,029.01	+ 5.19%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>74,374.42</u></b>	<b><u>+ 1.26%</u></b>
<b>Revised Total</b>	<b><u>\$6,180,955.31</u></b>	<b>+ 4.50%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.24% over the original budget for an **Authorized to Date Amount** of \$6,106,580.89.

Approval of this extra will place the authorized status of the contract 4.50% or \$266,017.41 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-048	4	\$118,309.60	04/01/08

Contract Modification Number(s): 11

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

**CM 11**

Reinforcement, Steel, Epoxy Coated, Adj	5,830.000 Lb @ \$0.49/Lb	\$2,856.70
Traffic Control Adjustment		71,210.72
Utility Allowance Adjustment		307.00
<b>Total</b>		<b><u>\$74,374.42</u></b>

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

**CM 11**

Reinforcing steel ordered for the project per plan was not used due to field changes. The soils for the center pier were thought to be very soft. Once excavation started, it was determined that the soils were better and the foundation would not need to be placed as deep as designed. Changing the depth of the foundation shortened the length of the columns supporting the pier cap. This caused a change in the reinforcement steel. It also reduced the amount of excavation and backfill. The contractor did request to be paid for the restocking and return of the steel that was not used. This item is set up to pay for that steel. The extra cost for Reinforcement, Steel, Epoxy Coated, Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the documentation submitted by the contractor and reviewed by the engineer for the restocking and return fees. This cost is completely offset by a reduction in the steel used on the bridge which was processed on a previous contract modification.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 76 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above and the special provision Minor Traffic Devices and Flag Control During an Approved Extension of Time. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction and the cited special provision.

The project included having power to the site and included an item for the utility company to bring in the power. The pay item for this was set up incorrectly as a lump sum item. The item is usually set up as a dollar amount and the contractor is reimbursed based on the invoice from the utility company. This item is now being used to correct the incorrectly set up lump sum item. The extra cost for Utility Allowance Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the documentation submitted by the contractor for the fees paid to the utility company.

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

This Extra is recommended for approval by the State Administrative Board on March 17, 2009.

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

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

**Risk Assessment:** 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:** 49721.

190. **Extra 2009 - 38**

Control Section/Job Number: 50458-75486 Local Agency Project

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

State Transportation Commission - Does not meet criteria

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

Designed By: Local Agency  
Engineer's Estimate: \$10,163,036.30

Description of Project:

1.80 miles of road reconstruction, including pavement removal, drainage improvements, concrete pavement with curb and gutter, pavement markings, and bridge removal and replacement, on 23 Mile Road from Hayes Road to east of Woodside Drive and at the middle branch of the Clinton River, Macomb County.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 10, 2006	
Original Contract Amount:	\$8,756,229.40	
Total of Overruns/Changes (Approved to Date):	(71,682.53)	- 0.82%
Total of Extras/Adjustments (Approved to Date):	525,095.84	+ 6.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>129,660.84</u></b>	<b><u>+ 1.48%</u></b>
<b>Revised Total</b>	<b><u>\$9,339,303.55</u></b>	<b>+ 6.66%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.18% over the original budget for an **Authorized to Date Amount** of \$9,209,642.71.

Approval of this extra will place the authorized status of the contract 6.66% or \$583,074.15 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 28

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

**CM 28**

**75486A**

Equipment Mobilization – 2008	\$6,963.84
Flag Control, Max \$62,500 – Adjustment	6,485.00
Minor Traffic Devices, Max \$62,500	7,775.00
Fuel Increase – 2007	6,420.00
Sediment Cleanout	9,016.00

**83887A**

Crane – Idle Time	31,774.00
C-Span, Idle Time	38,727.00
E.B. Construction, Bridge	<u>22,500.00</u>
<b>Total</b>	<b><u>\$129,660.84</u></b>

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

**CM 28**

Due to delays associated with the construction of the proposed water main relocation and three-sided arch, additional costs were expended by the contractor to return the equipment to the project site in 2008 to continue construction. An existing water main was found to be in conflict with the proposed culvert. This water main was proposed to be relocated and this relocation was found to be in conflict with a Sunoco gas line. The engineer determined after discussions with Sunoco that the gas line could not be relocated and the water main was moved to yet another location. The extra cost for Equipment Mobilization – 2008 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 78 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the costs for Flag Control, Max \$62,500 – Adjustment and Minor Traffic Devices, Max \$62,500 were determined to be contract mandated extra costs, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Due to project delays noted above, the contractor encountered additional costs completing the project at a later date. The contractor indicated this delay was a significant change in the work as indicated in Section 103.02.B 2003 Standard Specifications for Construction and requested an adjustment due to the increase in cost for fuel. The engineer agreed that an adjustment was in order. The extra cost for Fuel Increase – 2007 is based on increased costs per Section 103.03 of the 2003 Standard Specifications for Construction. The documented cost increase was submitted by the contractor and reviewed by the engineer to determine if the costs were reasonable.

The contractor installed box culverts at two locations as indicated on the plans, one over the Gloede Drain and the other over the Crittenden Drain. The plans also indicated that sediment traps would be needed after the box culverts, so sediments would not be carried downstream. Due to sediment from upstream sources, the engineer directed the contractor to also install sediment traps prior to the box culverts and to clean out the sediment contained in the culverts. The installation of the sediment traps were paid for with original pay items but the culvert clean out was not included as part of the work. The extra cost for Sediment Cleanout is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Due to the delays in the water main relocation noted above, the contractor encountered idle time with their equipment from November 1, 2006 until December 14, 2006. The extra cost for Crane – Idle Time is based on records for idle equipment per Section 109.03 of the 2003 Standard Specifications for Construction.

Due to the length of the precast three-sided culvert crossing the Clinton River the contractor could not use any of the approved companies indicated in the special provision. Only one manufacturer on the special provision could be used for culverts over 40 feet and that company no longer made three-sided culverts. The contractor had idle equipment during the delay in finding a three-sided culvert that could be used; the delay was from February 26, 2007 until April 19, 2007. The extra cost for C-Span, Idle Time is based on records for idle equipment per Section 109.03 of the 2003 Standard Specifications for Construction.

Due to delays on the project, new staging for the traffic was required which caused an increase in labor and equipment, as well as inefficiencies for the contractor. The extra cost for E.B. Construction – Bridge is based on increased costs per Section 103.03 of the 2003 Standard Specifications for Construction. The contractor submitted information for the cost increase which was reviewed by the engineer and a negotiated amount was determined.

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

This Extra is recommended for approval by the State Administrative Board on March 17, 2009.

**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:**

**75486A:** FHWA, 81.85%; Macomb County, 18.15%;

**83887A:** State Restricted Trunkline, 87.89%; Macomb County, 12.11%, 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:** 48044.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

*Authorized Signature on File*

*March 9, 2009*

Kirk T. Steudle  
Director



**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:**

101665A

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 upgrades.

**Selection:** Low Bid.

**Zip Code:** 48910.

2.	LETTING OF MARCH 06, 2009	ENG. EST.	LOW BID
	PROPOSAL 0903052	\$ 295,735.08	\$ 286,486.38
	PROJECT NH 82102-103551		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 08, 2009		
	COMPLETION DATE - AUGUST 14, 2009		-3.13 %

Bridge rehabilitation including bearing replacement, substructure repair, partial painting, and maintaining traffic on M-14 over Rouge River, west of Plymouth, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bridge Tec Services, Corp.</b>	<b>\$ 286,486.38</b>	<b>Same</b>	<b>1 **</b>
E. C. Korneffel Co.	\$ 297,311.26	Same	2
Midwest Bridge Company	\$ 306,350.50	Same	3
J. Slagter & Son Construction Co.	\$ 319,322.66	Same	4
Walter Toebe Construction Co.	\$ 319,732.12	Same	5
K & S Piling Company	\$ 336,487.51	Same	6
C. A. Hull Co., Inc.	\$ 345,525.62	Same	7
Structural Group, Inc.	\$ 365,233.30	Same	8
Posen Construction, Inc.	\$ 382,968.12	Same	9
Anlaan Corporation	\$ 420,362.62	Same	10

10 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 programs: MDOT's Bridge Preservation Program, Traffic and Safety Program and the Capital Preventive Maintenance Program.

MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Traffic and Safety Program and the Capital Preventive Maintenance Programs preserve the integrity of MDOT's safety assets and structural integrity, and extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** The treatments to be applied will retard future deterioration, maintain or improve the functional condition of the system. In addition, the treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency and capacity of the trunkline system resulting in longer pavement surface life. 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:**

103551A

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 bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced roadway maintenance and operating costs with safety, efficiency and capacity.

**New Project Identification:** Rehabilitation, reconstruction, and maintenance.

**Selection:** Low bid.

**Zip Code:** 48170.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

*Authorized Signature on File*  
*March 11, 2009*

Kirk T. Steudle  
Director

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Mr. Berger presented the Transportation and Natural Resources Committee Report for the regular meeting of March 11, 2009. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Berger moved that the Report covering the regular meeting held March 11, 2009, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

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SECRETARY

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CHAIRPERSON