

APPROVED

May 5, 2009

Michigan State
Administrative Board

Lansing, Michigan

April 21, 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, April 21, 2009, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm,
Chairperson
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor
Duane Berger, Director, Department Administration Services, representing
Terri Lynn Land, Secretary of State
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox,
Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, Robert J. Kleine,
State Treasurer
Carol Wolenberg, Deputy Superintendent for Administration, representing
Michael P. Flanagan, Superintendent of Public Instruction
Wayne Roe, Jr., Administrator, Contract Services Division, representing Kirk T.
Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Pat Mullen, Janet Rouse, Department of Management and Budget; Amy Meldrum,
Department of Transportation; Gary Owen, Governor's Office

1. CALL TO ORDER:

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

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

Ms. Wolenberg moved that the minutes of the regular meeting of April 7, 2009, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

ATTORNEY GENERAL, Executive Office, 4/21/2009

DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH
Michigan State Housing Development Authority, Community Development,
4/21/2009

Michigan State Housing Development Authority, Housing Voucher Programs
Division, 4/21/2009

Michigan State Housing Development Authority, Legal Division, 4/21/2009

DEPARTMENT OF HUMAN SERVICES, Juvenile Justice Training Center,
4/21/2009

MICHIGAN GAMING CONTROL BOARD, Administration, 4/21/2009

DEPARTMENT OF NATURAL RESOURCES, Office of Financial Services, Fund
and Revenue Accounting, 4/21/2009

Ms. MacDowell moved that the retention and disposal schedules be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

April 21, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Building Committee was held at 11:00 a.m.
on April 14, 2009. Those present being:

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

Member: Steve Liedel, representing Approved _____
Governor Granholm

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Others: Iris Lopez, Kyle McLaughlin, Shenique Moss, Department of Attorney
General; Sherry Bond, Linda Feldpausch, Elise Lancaster, Pat
Mullen, Janet Rouse, Department of Management and Budget; Gary
Owen, Lt. Governor's Office

The Building Committee regular agenda was presented.

The following Director's Agenda reports were included with the
regular agenda for review by the Building Committee and the State
Administrative Board:

The Third Quarter 2008, Fourth Quarter 2008, First Quarter 2009,
and Second Quarter 2009.

Following discussion, Mr. Liedel moved that the regular agenda be
recommended to the State Administrative Board for approval with the
withdrawal of Items 9 and 10. Supported by Mr. Herzig, the motion was
unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

April 14, 2009 / April 21, 2009
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF CORRECTIONS, NEW HAVEN – Macomb Correctional Facility – Housing Unit 7 - Conversion to Residential Treatment Program (RTP)
File No. 472/08366.EEW - Index No. 30680
Low Responsive Bidder: Braun Construction Group, Farmington Hills;
\$552,000.00

Purpose/Business Case

The purpose of this contract is to provide a modular unit to house offices and conference rooms for the mental health staff who provide support to the Residential Treatment Program (RTP) patients/prisoners.

Benefit

The State will benefit by having a professionally constructed/installed facility for use by the Department of Corrections' mental health staff that provide support to the patients/prisoners assigned to the Residential Treatment Program at the Macomb Correctional Facility.

Funding Source

100% Agency Operating/General Fund

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 the Department of Corrections having to continue the mental health treatments for the RTP in less than desirable conditions and could place DOC in a violation of American Correctional Association (ACA) rules for the treatment of prisoners with mental health issues.

Zip Code

48048

2. DEPARTMENT OF NATURAL RESOURCES, CRAWFORD COUNTY - R. A. MacMullan Conference Center – Sewer and Electrical Upgrades
File No. 751/09240.AGY – Index No. 99020
Low Responsive Bidder: Ripke Construction Company, Inc., St. Helen; \$261,974.00

Purpose/Business Case

The purpose of this contract is to provide sewer and electrical infrastructure upgrades to the conference center complex. These infrastructure improvements will improve the existing utilities as well as allow for future expansion planned in the master plan.

Benefit

The State will benefit by having the infrastructure updated to current standards and the site prepared for the construction of an additional classroom building.

Funding Source

100% Restricted DNR Grants Funding

Commitment

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

Risk Assessment

Failure to approve this contract will result in the continued use of the outdated infrastructure and the inability to support future growth.

Zip Code

48653

- 3. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Williams, VanWagoner and Austin Buildings – Switchgear and Motor Control Center Replacements
File No. 071/05266.JNS - Index No. 53164
Low Responsive Bidder: Summit Contractors, Inc., Haslett, Michigan;
\$1,975,000.00

Purpose/Business Case

The purpose of this contract is to replace the existing 40 year old switchgear and motor control centers within the Austin, VanWagoner and Williams Buildings. Due to age and condition, the existing switchgear and motor control centers are no longer considered a dependable source of electrical power.

Benefit

The State will benefit by ensuring reliable electric service to these buildings.

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 equipment failure with total loss of building power for an extended period of time.

Zip Code

48909

LEASE FOR PRIVATE PROPERTY

4. DEPARTMENT OF STATE POLICE, WAYLAND - Renewal of Lease #1024 with Barry Brower, a Single Man, 5149 Campbell Lake Road, Anacortes, WA 98211 Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee, for a parking lot located on Oak Street, Wayland, MI 49348. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual rental rate for this parking lot beginning January 1, 2009 is \$4,440.00 (\$370.00 per month). Effective January 1, 2010 the annual rental rate for this parking lot increases 5% to \$4,662.00 (\$388.50 per month). This rate does not include snow removal or ground maintenance. This Lease contains four two-year renewal options with an annual rental rate increase of 5%. This Lease contains an Either Party cancellation clause with 60-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This is a renewal at an existing location that continues to meet the operational needs of the State Police post which is adjacent to this parking lot. The rental rate is within market rates for this sub-market.

Benefit

The benefit is that the patrol cars of the Troopers would continue to be parked in close proximity to the State Police post.

Funding Source

100% General Fund

Commitment Level

Two years; however, this Lease contains an Either Party cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from parking their patrol cars next to the post. If the Troopers have to park the patrol cars at an alternate location this would increase their response time.

Zip Code

49348

5. DEPARTMENT OF STATE, ATLANTA - Renewal of Lease #10078 with Charles R. Otto, Joel H. Otto, Ronald W. Pore d/b/a Atlanta Investor's Group, Joint Tenants, 18465 Pleasant Valley Road, Atlanta, Michigan 49709, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 793 square feet of office space located at 12519 State Street, Atlanta, Michigan 49709. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning April 19, 2009, or upon substantial completion, is \$6.05 (\$399.80 per month). This rate does not include janitorial, telecommunications and alarm system. This Lease contains a

Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The Department is renewing this lease in its current location.

Benefit

Renewal of the Lease allows the Department to remain at their current location. The rental rate is within current market rates for this sub-market.

Funding Source

27% General Fund; 73% Restricted Funds

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service.

Zip Code

49709

6. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, MONROE - New Lease #11280 with Frenchtown Square Partnership, a Partnership, 2445 Belmont Avenue, Youngstown, Ohio 44505, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Military and Veterans Affairs, as Lessee, for 1,424 square feet of office space located at Frenchtown Square Mall, Unit #130, 2121 North Monroe Street, Monroe, Michigan 48162. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning April 1, 2009 is \$25.99 (\$3,085.33 per month). This rate does not include janitorial, telecommunication or alarm system. This Lease contains one 1-year renewal option with an annual per square foot rental rate of \$25.99 (\$3,085.33 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This lease is for a recruiting office for the Michigan Army National Guard.

Benefit

This lease meets the Department's need for a high visibility location in a targeted recruiting area. The rental rate is within comparable market rates for this sub-market.

Funding Source

100% Federal Funds

Commitment Level

One five-year term through March 31, 2014; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from obtaining its recruitment goals for the Michigan Army National Guard.

Zip Code

48162

LEASE FOR STATE OWNED PROPERTY

7. DEPARTMENT OF MANAGEMENT AND BUDGET, WINDSOR TOWNSHIP - New Lease #11409 effective October 1, 2008, through September 30, 2012, with ING North America Insurance Corporation, a Delaware Corporation, located at Corporation Trust Center, 1209 Orange Street, Wilmington, DE 19801, as Lessee, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget as Lessor, for 510 square feet of office space located at 7150 Harris Drive, on the third floor of Wing A, in Windsor Township, MI 48913. The annual rental rate for this lease beginning 10/1/08 is \$6,636.00 (\$553.00 per month). Effective 1/1/2010 the annual rental rate increases 40% to \$11,060.00 (\$921.66 per month). This Lease contains an Either Party cancellation clause with 30-days notice after cancellation of the State contract with ING. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This Lease provides a convenient and effective location from which Lessee's employees can provide the State employee retirement plans management services for which the Lessee has a State contract.

Benefit

This Lease allows for convenient provision of contracted retirement plan management services to the State.

Funding Source

Income to the State

Commitment Level

Four years; however, this Lease contains an Either Party cancellation clause with 30-days notice after cancellation of ING's State contract.

Risk Assessment

Non-approval of this Lease will hinder the Department from obtaining the State 401K and 457 plan management services for which the State has contracted and from collecting the rental income specified above.

Zip Code

48913

8. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - New Lease #11393 effective October 1, 2009, through September 30, 2029, with The Lansing Board of Water and Light, a Municipal Corporation, 1232 Haco Drive, Lansing, MI 48901, as Lessee, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget as Lessor, for a 176

x 84 square foot parcel of land located at 625 West Allegan Street, Lansing, MI. The annual rental rate for this lease is \$36,686.04 (\$3,057.17 per month). This Lease contains a “for cause” cancellation clause with 30-days notice and a two-year move out window for Lessee. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This Lease provides the Lansing Board of Water and Light (LBWL) an ideal site for erecting a chilled water plant specifically designed to serve nearby State buildings in the Capitol Complex and LBWL's other downtown Lansing chilled water customers as well.

Benefit

This Lease allows the Department to secure effective chilled water services for state buildings in downtown Lansing while earning rental income for the State as well.

Funding Source

Income to the State from the LBWL which will offset costs of relocating 83 state employee parking spaces displaced by construction of the Chilled Water Plant on the Leased Premises.

Commitment Level

Twenty years; however, this Lease contains a “for-cause” cancellation clause with 30-days notice and a two-year move out window for Lessee.

Risk Assessment

Non-approval of this Lease will hinder the Department from acquiring adequate chilled water services for State buildings in downtown Lansing and will curtail an important source of revenue needed to offset the costs of relocating 83 state employee parking spaces.

Zip Code

48933

CONTRACT CHANGE ORDER

9. DEPARTMENT OF MANAGEMENT AND BUDGET (DMB), DETROIT - CCO #38 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Lessee. This CCO provides for renovations in Suite 4-500 at Cadillac Place, as requested by the Department of Human Services at a **Withdrawn** \$110,000.00. The space is located at 3044 W. Grand Blvd.

Purpose/Business Case

The purpose of this CCO is to upgrade the electrical service of this space to allow the installation of systems furniture.

Benefit

This CCO in conjunction with the installation of systems furniture will allow staff to utilize previously vacant office space when attending training in Cadillac Place.

Source of Funds

100% General Fund billed back to DMB from authorized DHS funding source.

Commitment Level

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

Risk Assessment

Non-approval of this CCO will hinder the Department from providing work stations for new DHS staff members moving to Cadillac Place.

Zip Code

48202

10. DEPARTMENT OF MANAGEMENT AND BUDGET (DMB), DETROIT - CCO #39 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Lessee. This CCO provides for renovations in Suite 4-627 in Cadillac Place, as requested by the Department of Management and Budget for \$2,062.50. The space is located at 3044 W. Grand Blvd., Detroit, MI 48202

Purpose/Business Case

The purpose of this CCO is to provide for labor and material to install a dedicated 120 volt, 20 Amp, 1G receptacle in room 4-627.

Benefit

This CCO allows for providing an electrical power supply to utilize an IKON copier machine.

Source of Funds

100% General Fund/General Purpose billed back to DMB from authorized MSHDA funding source.

Commitment Level

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

Risk Assessment

Non-approval of this CCO will hinder the Department from utilizing an IKON copier machine needed by MSHDA staff members in their work area at Cadillac Place.

Zip Code

48202

APPROVED

April 21, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the Building Committee was held at 11:00 a.m.
on April 21, 2009. Those present being:

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

Member: Steve Liedel, representing Approved _____
Governor Granholm

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Others: Patrick Isom, Michael Rielly, Department of Attorney General; Carol Wolenberg, Department of Education; Sherry Bond, Linda Feldpausch, Pat Mullen, Janet Rouse, Department of Management and Budget; Duane Berger, Department of State; Amy Meldrum, Wayne Roe, Jr., Department of Transportation; Gary Owen, Lt. Governor's Office

The Building Committee special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

SPECIAL AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

April 21, 2009
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAND LEDGE -
Grand Ledge Readiness Center - Replace Roof
File No. 511/09176.AGY – Index Nos. 13992 & 13782
Low Responsive Bidder: Roofcon, Inc., Brighton; \$280,100.00

Purpose/Business Case

The purpose of this contract is to replace 47,367 square feet of the existing EPDM, single-ply roofing. The existing roof is beyond its useful life and requires frequent maintenance. In addition, the new system will include additional insulation to reduce energy costs.

Benefit

The State will benefit by having a roof system with energy efficiency and reduced maintenance costs.

Funding Source

50% General Funds; 50% Federal Funds

Commitment

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

Risk Assessment

Failure to approve this contract will result in a building that will continue to require costly maintenance and not be energy efficient.

Zip Code

48837

CONTRACT CHANGE ORDER

2. DEPARTMENT OF MANAGEMENT AND BUDGET (DMB), DETROIT - CCO #38 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Lessee. This CCO provides for renovations in Suite 4-500 at Cadillac Place, as requested by the Department of

Human Services at a cost not-to-exceed \$12,875.00. The space is located at 3044 W. Grand Blvd., Detroit, MI 48202

Purpose/Business Case

The purpose of this CCO is to upgrade the electrical service of this space to allow the installation of systems furniture.

Benefit

This CCO in conjunction with the installation of systems furniture will allow staff to utilize previously vacant office space when attending training in Cadillac Place.

Source of Funds

100% General Fund billed back to DMB from authorized DHS funding source.

Commitment Level

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

Risk Assessment

Non-approval of this CCO will hinder the Department from providing work stations for new DHS staff members moving to Cadillac Place.

Zip Code

48202

3. DEPARTMENT OF MANAGEMENT AND BUDGET (DMB), DETROIT - CCO #39 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Lessee. This CCO provides for renovations in Suite 4-627 at Cadillac Place, as requested by the Department of Management and Budget at a cost not-to-exceed \$2,062.50. The space is located at 3044 W. Grand Blvd., Detroit, MI 48202

Purpose/Business Case

The purpose of this CCO is to provide for labor and material to install a dedicated 120 volt, 20 Amp, 1G receptical in room 4-627.

Benefit

This CCO allows for providing an electrical power supply to utilize an IKON copier machine.

Source of Funds

100% General Fund/General Purpose billed back to DMB from authorized MSHDA funding source.

Commitment Level

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

Risk Assessment

Non-approval of this CCO will hinder the Department from utilizing an IKON copier machine needed by MSHDA staff members in their work area at Cadillac Place.

Zip Code

48202

Ms. MacDowell presented the Building Committee Reports for the regular meeting of April 14, 2009, and the special meeting of April 21, 2009. After review of the foregoing Building Committee Reports, Ms. MacDowell moved that the Report covering the regular meeting held April 14, 2009, and the special meeting held April 21, 2009, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

APPROVED

April 21, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **April 14, 2009**. Those present being:

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

Member: Steve Liedel, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Kyle McLaughlin, Shenique Moss, Department of Attorney General;
Sherry Bond, Elise Lancaster, Janet Rouse, Department of Management
and Budget

The Finance and Claims Committee regular and supplemental agendas were
presented with Items 2(1), 11(2), 11(3), and 16(2) of the regular agenda
withdrawn.

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

Ms. MacDowell adjourned the meeting

1. DEPARTMENT OF HUMAN SERVICES continued

4) Catholic Social Services \$ 600,000.00 Total
of Washtenaw **FY09-12** 100% Federal Funds
Ann Arbor, MI Three-year contract for
Responsible Fatherhood and
Healthy Co-parenting services

2. DEPARTMENT OF NATURAL RESOURCES

1) Rose City Ice \$ 25,500.00 Total
Tawas City, MI **FY09-12** 100% State Restricted
Withdrawn Ice to re-sell in State Parks
to Park visitors

The Home City Ice Co. \$ 166,497.48 Total
Cincinnati, OH **FY09-12** 100% State Restricted
Withdrawn Ice to re-sell in State Parks
to Park visitors

Arctic Glacier Michigan, \$ 56,243.49 Total
Incorporated **FY09-12** 100% State Restricted
West Shore, MN **Withdrawn** Ice to re-sell in State Parks
to Park visitors

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

3. DEPARTMENT OF HUMAN SERVICES

1) Grand Haven Salvation Army \$ 22,500.00 Amendment
Grand Haven, MI \$ 45,000.00 New Total
FY09-11 100% Federal Funds
Additional funding for the
contract for Emergency Shelter
Services due to higher client
demand than originally
anticipated

SECTION III - AGENCY SUBMITTED - NEW GRANTS

4. DEPARTMENT OF COMMUNITY HEALTH

1) The Arc of Kent County \$ 38,889.00 Total
Grand Rapids, MI **FY09** 75% Federal Funds
25% Local
Five-month grant agreement to provide funding for Minority Family Support Programs to assist with navigating educational services and becoming active members of their children's educational experiences

5. DEPARTMENT OF HUMAN SERVICES

1) Various MACF 09-Series \$ 2,733,883.00 Total
(Listing on file) **FY09-10** 100% Federal Funds
One-year, five-month grant for mentoring, education, health, and public safety services through AmeriCorps grants

6. DEPARTMENT OF NATURAL RESOURCES

1) County Sheriff Departments \$ 2,623,159.00 Total
(Listing on file) **FY09** 83% State Restricted
17% Federal Funds
Funding to local sheriff departments to pay for marine safety patrols, law enforcement, search and rescue, and to conduct safe boating classes

2) Township of Chocolay \$ 329,500.00 Total
Marquette, MI **FY09** 100% Federal
Grant to provide funds for the design, engineering and construction of a multi-use recreation bridge over the Chocolay River

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

7. DEPARTMENT OF COMMUNITY HEALTH

- 1) American Cancer Society \$ 535,000.00 Amendment
Atlanta, GA \$ 1,335,000.00 New Total
FY09 32.5 % Federal Funds
67.5% State Restricted
Additional funds for one-year grant agreement to provide funding for the maintenance of the Smoking Cessation Telephone Counseling program and the Nicotine Replacement Therapy Disbursal System for the State of Michigan
- 2) Upper Peninsula Emergency \$ 27,537.00 Amendment
Medical Service Corp. \$ 183,549.00 New Total
Marquette, MI **FY09** 90% Federal Funds
10% Fees
Additional funds for one-year grant agreement to provide funding for annual inspection of licensed life support agencies and vehicles to assure compliance with licensure requirements
- 3) Wayne County Jail \$ 52,256.00 Amendment
Detroit, MI \$ 337,256.00 New Total
FY09 85% Federal Funds
15% State Restricted
Additional funds for one-year grant agreement to provide funding for expanded HIV testing in high prevalence health care settings to address racial/ethnic disparities in access to testing services

7. DEPARTMENT OF COMMUNITY HEALTH continued

4)	Vivian Diana Roeder	\$	45,000.00	Amendment
	Williamston, MI	\$	85,000.00	New Total
		FY09	47%	State Restricted
			53%	Federal Funds
				Additional funds for one-year contract to provide management support services to the Michigan Primary Care Consortium

8. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1)	Statewide Workforce	\$	2,300,000.00	Amendment
	Development Boards	\$	4,011,232.00	New Total
	(Listing on file)	FY09	100%	Federal Funds
				Additional formula funded allocation grants to the Statewide Workforce Development Boards to implement the National Career Readiness Certificate ACT, in response to the requests from states for a common, reliable and portable career readiness certificate for workers, employers and educators

9. DEPARTMENT OF ENVIRONMENTAL QUALITY

1)	Great Lakes Commission	\$	130,000.00	Amendment
	Ann Arbor, MI	\$	426,404.00	New Total
		FY09	100%	Federal Funds
				Increased funds for continued support of Area of Concern Program and support for Public Advisory Councils and the Michigan Statewide Public Advisory Council

SECTION V - DMB SUBMITTED - NEW CONTRACTS

10. DEPARTMENT OF COMMUNITY HEALTH

1) I D Biological NOT TO EXCEED
Greenville, SC \$ 115,038.00 (3 years)
FY09-12 100% Restricted Funds
071B9200148 Blood Collection
Devices for Newborn Screening

11. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Onyx Power \$ 98,776.00 (One-Time)
Santa Ana, CA **FY09** 100% General funds
071I9200057A Inverters and
Accessories for MPSCS

2) Professional Technical NOT TO EXCEED
Development, Inc \$ 1,800,000.00 (3 years)
East Lansing, MI **FY09-12** 100% Restricted Funds
071I9200086 Information
Technology Training Services,
Statewide

Lansing Community College NOT TO EXCEED
Lansing, MI \$ 1,200,000.00 (3 years)
FY09-12 100% Restricted Funds
071I9200086 Information
Technology Training Services,
Statewide

Various RE:START Vendors

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

3) E-Com, Inc. NOT TO EXCEED
(Raman Sharma) \$ 83,200.00 (1 year)
Garden City, MI **FY09** 100% General Funds
071I9200113 For a Senior
Database Administrator to
assist the Department of
Corrections with an upgrade to
a Sybase ASE database

11. DEPARTMENT OF INFORMATION TECHNOLOGY continued

4) NetXert NOT TO EXCEED
(Brian Tippens) \$ 26,560.00 (5 mo 23 days)
Ann Arbor, MI **FY09** 100% Restricted Funds
071I9200066 For a Application
Software Engineer to assist the
Department of Transportation
with implementation of the
Serena suite of configuration
management products

12. DEPARTMENT OF NATURAL RESOURCES

1) Lockett Enterprises, LLC \$ 53,494.00 (One-Time)
Flint, MI **FY09** 100% Restricted Funds
071I9200111 Four Boat Motors

13. DEPARTMENT OF STATE POLICE

1) Keyence Corporation of \$ 39,348.46 (One-Time)
America **FY09** 100% Restricted Funds
Woodcliff Lake, NJ 551R9200026 Digital Microscope

2) Thermo Electron North \$ 397,932.10 (One-Time)
America LLC **FY09** 100% Restricted Funds
West Palm Beach, FL 551R9200025 Five Gas
Chromatograph/Mass
Spectrometers

14. DEPARTMENT OF TRANSPORTATION

1) Dicke Tool Company \$ 386,996.40 (5 years)
Downers Grove, IL **FY09-14** 100% Restricted Funds
071I9200088 Roll-Up Work Zone
Signs

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

15. DEPARTMENT OF ENERGY, LABOR, & ECONOMIC GROWTH

1)	Pierce, Monroe & Associates, LLC Detroit, MI	\$ 11,713.00 \$ 161,713.00 FY09 100% Federal Funds 071B8200246 Consulting Services for the Michigan Urban Policy Initiative	Amendment New Total
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16. DEPARTMENT OF INFORMATION TECHNOLOGY

Various RE:START Vendors

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

1)	Mejenta Systems, Inc. (Venkat Pachipulasunage) Southfield, MI	NOT TO EXCEED \$ 156,000.00 \$ 312,000.00 FY09-10 100% Restricted 071B8200104 Additional funding for a one-year option to the contract for a Senior Programmer Analyst to assist the Department of Energy, Labor and Economic Growth, Bureau of Commercial Services, with the development of the Corporation Division Information System	Amendment New Total
2)	Millenniumsoft (Meher Anil Kurivella) Fairfax, VA	NOT TO EXCEED \$ 135,200.00 \$ 258,700.00 FY09-10 100% Revolving 071B8200134 Additional funding for a one-year option to the contract for a Network Administrator to assist the Department of Information Technology, Telecommunications with delivery of services to State agency customers	Amendment New Total

Withdrawn

16. DEPARTMENT OF INFORMATION TECHNOLOGY continued

3) Ramssoft NOT TO EXCEED
(Noorulla Shaik) \$ 145,600.00 Amendment
Southfield, MI \$ 291,200.00 New Total
FY09-10 100% Restricted
071B8200167 Additional funding
for a one-year option to the
contract for a Senior
Programmer Analyst to assist
the Michigan State Police to
evaluate and review current
practices, and improve the
operations and reporting of
crime statistics within the
Uniform Crime Reporting Unit

17. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Creative Touch Cleaning, Inc. \$ 100,000.00 Amendment
Oak Park, MI \$ 624,474.06 New Total
FY09-10 63% Federal 37% GF
071B3001107 Additional funding
for a one-year extension of the
contract for Janitorial
Services for DHS at South
Central Operations

2) Giant Janitorial Services \$ 35,550.00 Amendment
Detroit, MI \$ 177,750.00 New Total
FY10 63% Federal 37% GF
071B8200026 Additional funding
for a six-month extension of
the contract for Janitorial
Services for DHS in Wayne
County

3) Harris Cleaning Service \$ 100,000.00 Amendment
Detroit, MI \$ 370,449.20 New Total
FY09-10 63% Federal 37% GF
071B3001061 Additional funding
for an eight-month option plus
a four-month extension of the
contract for Janitorial
Services for DHS

17. DEPARTMENT OF MANAGEMENT AND BUDGET continued

- | | | |
|----|---|---|
| 4) | Harris Cleaning Service
Detroit, MI | \$ 45,000.00 Amendment
\$ 169,740.00 New Total
FY09-10 63% Federal 37% GF
071B3001379 Additional funding
for a one-year option to the
contract for Janitorial
Services for DHS Southeast
Operations |
| 5) | Hi-Tec Building Services
Jenison, MI | \$ 85,000.00 Amendment
\$ 315,036.46 New Total
FY09-10 63% Federal 37% GF
071B2001465 Additional funding
for a one-year extension of the
contract for Janitorial
Services for DHS Metro Region |
| 6) | Klean As A Whistle, Inc.
Novi, MI | \$ 115,000.00 Amendment
\$ 449,400.00 New Total
FY09-10 63% Federal 37% GF
071B2001346 Additional funding
for a one-year extension of the
contract for Janitorial
Services for DHS Metro Region |
| 7) | Klean As A Whistle, Inc.
Novi, MI | \$ 120,000.00 Amendment
\$ 469,971.04 New Total
FY09-10 63% Federal 37% GF
071B2001346 Additional funding
for a one-year option to the
contract for Janitorial
Services for DHS |
| 8) | Klean As A Whistle, Inc.
Novi, MI | \$ 70,000.00 Amendment
\$ 242,192.50 New Total
FY09-10 63% Federal 37% GF
071B3001373 Additional funding
for a one-year Option to the
contract for Janitorial
Services for DHS |

17. DEPARTMENT OF MANAGEMENT AND BUDGET continued

- | | | | |
|-----|--|---|---|
| 9) | Klean As A Whistle, Inc.
Novi, MI | \$ 70,000.00
\$ 268,413.05
FY09-10 | Amendment
New Total
63% Federal 37% GF
071B3001383
Additional funding
for a one-year option to the
contract for Janitorial
Services for DHS Metro Region |
| 10) | Road Runr Maintenance
Pontiac, MI | \$ 33,000.00
\$ 95,100.00
FY09-10 | Amendment
New Total
63% Federal 37% GF
071B6200234
Additional funding
for a one-year extension of the
contract for Janitorial
Services for DHS in Macomb
County |
| 11) | Road Runr Maintenance
Pontiac, MI | \$ 115,000.00
\$ 332,668.05
FY10 | Amendment
New Total
63% Federal 37% GF
071B7200160
Additional funding
for a six-month extension of
the contract for Janitorial
Services for DHS in Wayne
County |
| 12) | Road Runr Maintenance
Pontiac, MI | \$ 28,683.00
\$ 143,415.00
FY10 | Amendment
New Total
63% Federal 37% GF
071B8200025
Additional funding
for a six-month extension of
the contract for Janitorial
Services for DHS in Wayne
County |
| 13) | Services to Enhance Potential
Wayne, MI | \$ 29,763.48
\$ 178,580.88
FY09-10 | Amendment
New Total
100% Restricted Funds
071B4200242
Additional funding
for a one-year extension of the
contract for janitorial
services for MDOT Metro Region |

17. DEPARTMENT OF MANAGEMENT AND BUDGET continued

14) Services to Enhance Potential \$ 36,487.32 Amendment
Wayne, MI \$ 231,446.98 New Total
FY10 100% Restricted Funds
071B7200161 Additional funding
for a six-month extension of
the contract for janitorial
services for MDOT Metro Region

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

18. DEPARTMENT OF CORRECTIONS

1) Gregory Baur #199381 \$179.00

The claimant (09-SAB/DOC-028) requests \$179.00 reimbursement for his TV damaged when transferred. The Department recommends approval of \$143.20 for this claim.

2) Gregory Berry #349805 \$142.50

The claimant (08-SAB/DOC-425) requests \$142.50 reimbursement for his TV damaged during his move. The Department recommends approval of this claim.

3) John Brown #237721 \$ 68.69

The claimant (09-SAB/DOC-076) requests \$68.69 reimbursement for his weight gloves, ankle and knee supports, watch and sandals ordered and never received. The Department recommends approval of this claim.

4) Frederick Burrell #180284 \$ 55.98

The claimant (09-SAB/DOC-081) requests \$55.98 reimbursement for his boots ordered and never received. The Department recommends approval of this claim.

18. DEPARTMENT OF CORRECTIONS continued

5) Quinton Johnson #447336 \$ 60.00

The claimant (09-SAB/DOC-080) requests \$60.00 reimbursement for his store order stolen while under control of the Department. The Department recommends approval of this claim.

6) James Maki #250684 \$142.39

The claimant (08-SAB/DOC-348) requests \$142.39 reimbursement for his beard trimmers, radio/tape player, headphones and shoes stolen while under control of the Department. The Department recommends approval of \$131.31 for this claim.

7) Obam Manigo #206614 \$ 83.23

The claimant (09-SAB/DOC-040) requests \$83.23 reimbursement for his word processor damaged while under control of the Department. The Department recommends approval of this claim.

8) Johnny Martin #302960 \$ 62.87

The claimant (09-SAB/DOC-055) requests \$62.87 reimbursement for numerous store items lost while under control of the Department. The Department recommends approval of \$54.91 for this claim.

9) Martinneze Moore #532632 \$579.62

The claimant (09-SAB/DOC-079) requests \$579.62 reimbursement for his typewriter, headphones, walkman, TV, correction tapes and typewriter ribbons damaged by the sprinkler system. The Department recommends approval of \$630.02 for this claim.

10) Thomas Moore #174138 \$ 16.00

The claimant (09-SAB/DOC-082) requests \$16.00 reimbursement for his tape player lost while under control of the Department. The Department recommends approval of this claim.

11) Tyree Stinson #486498 \$ 8.49

The claimant (09-SAB/DOC-056) requests \$8.49 reimbursement for his drawing paper ordered and never received. The Department recommends approval of \$9.34 for this claim.

18. DEPARTMENT OF CORRECTIONS continued

12) Jeffrey Tierney #171128 \$184.07

The claimant (09-SAB/DOC-077) requests \$184.07 reimbursement for his TV damaged during transfer from on facility to another. The Department recommends approval of \$151.07 for this claim.

13) Dennis Whitsett #247526 Unspecified

The claimant (09-SAB/DOC-059) requests an unspecified amount for reimbursement for his magazine given to another prisoner by mistake. The Department recommends approval of \$7.99 for this claim.

19. DEPARTMENT OF HUMAN SERVICES

1) Keana Kubiszewski \$100.00

The claimant (09-SAB-019) requests \$100.00 reimbursement for damage to her vehicle while driving it for State business. The Department recommends approval of this claim.

20. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1) Nancy Winowiecki \$700.00

The claimant (09-SAB-020) requests \$700.00 reimbursement for damage to her tires while parked in the employee parking lot at the Grand Rapids Home for Veterans. The Department recommends denial of this claim.

21. DEPARTMENT OF STATE POLICE

1) William M. Rugenstein \$731.92

The claimant (09-SAB-026) requests \$731.92 reimbursement for damage to his vehicle from a bullet fired by a State Trooper. The Department recommends approval of this claim.

22. DEPARTMENT OF TRANSPORTATION

- 1) Diane Bishop \$646.04

The claimant (09-SAB-030) requests \$646.04 reimbursement for damage to her vehicle when a snow plow was plowing an overpass and snow and ice fell from the overpass onto the claimant's car. The Department recommends denial of this claim.

- 2) Brian Cummings \$175.99

The claimant (09-SAB-028) requests \$175.99 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 3) Donea Blad-Jordon \$520.72

The claimant (09-SAB-023) requests \$520.72 reimbursement for damage to her vehicle after hitting a pothole. The Department recommends denial of this claim.

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.

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

4/7/09 2:45 version

FINANCE AND CLAIMS COMMITTEE

April 14, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

April 21, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

1s. **DEPARTMENT OF MANAGEMENT AND BUDGET**

- | | | |
|----|--|---|
| 1) | American Veterans
Janitorial Service, LLC
Brighton, MI | \$ 137,508.82 (4 years)
FY09-13 100% Restricted
071I9200091 Janitorial
Services for the Departments of
Environmental Quality and
Energy, Labor, and Economic
Growth, Bay City Office |
| 2) | DK Security Services
Kentwood, MI | \$ 9,717,327.94 (5 years)
FY09-14 Various Funding
071I9200063 Unarmed Security
Guard Services Statewide |

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

2s. **DEPARTMENT OF MANAGEMENT AND BUDGET**

1)	SVRC Industries, Inc. Saginaw, MI	\$ 57,906.88 \$ 1,499,674.88	Amendment New Total FY09-13 100% Restricted Funds 071B9200142 Janitorial Services in the Bay Region for the Department of Transportation
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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.

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of April 14, 2009. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held April 14, 2009, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

April 21, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources Committee was held at 3:30 p.m. on April 15, 2009. Those present being:

Chairperson:	<u>Duane Berger, representing</u> Secretary of State Land	Approved _____
Member:	<u>Walt Herzig, representing</u> Lt. Governor Cherry	Approved _____
Member:	<u>Jim Shell, representing</u> Attorney General Cox	Approved _____
Others:	Sherry Bond, Janet Rouse, Department of Management and Budget; Connie Hanrahan, Amy Meldrum, Dave Spencley, Betsy Steudle, Department of Transportation	

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented with Item 21 withdrawn by the Department of Transportation and the supplemental agenda was presented.

A retroactive letter was received from Kirk T. Steudle, the Director of the Department of Transportation, regarding retroactive Item 7 of the regular agenda.

Following discussion, Mr. Shell moved that the Transportation regular and supplemental agendas be recommended to the State Administrative Board for approval with Items 11 and 14 of the regular agenda contingent on approval by the Office of Commission Audit. Supported by Mr. Herzig, 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: April 15, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 21, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

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

Amendatory Contract (2007-0518/A1) between MDOT, the City of West Branch, and the Ogemaw County Board of Commissioners will increase the contract amount by \$4,585 due to higher than anticipated costs associated with the performance of the environmental assessment. The original contract provides for the performance of an environmental assessment at the West Branch Community Airport in West Branch, Michigan. The contract term remains unchanged, June 26, 2007, through June 25, 2027. The revised contract amount will be \$73,585. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$55,200	\$3,668	\$58,868
State Restricted Aeronautics Funds	\$12,075	\$ 802	\$12,877
City of West Branch and Ogemaw County Funds	<u>\$ 1,725</u>	<u>\$ 115</u>	<u>\$ 1,840</u>
Total	<u>\$69,000</u>	<u>\$4,585</u>	<u>\$73,585</u>

Criticality: The additional funding will cover the higher than anticipated costs of the environmental assessment, which included a more detailed alternative analysis for the access road/culvert over northbound Eddy Creek.

Purpose/Business Case: To increase the contract amount by \$4,585 to cover higher than anticipated costs associated with the performance of the environmental assessment.

Benefit: Will ensure that all environmental impacts for improvements to the runway safety area are identified.

Funding Source: 80% FAA Funds; 17.5% State Restricted Aeronautics Funds; 2.5% City of West Branch and Ogemaw County Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48661.

* Denotes a non-standard contract/amendment

2. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Runway Reconstruction

Contract (2009-0231) between MDOT and the City of Monroe will provide federal and state grant funds for the design of the reconstruction of runway 3/21 at the Monroe Custer Airport in Monroe, 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 \$110,000. Source of Funds: FAA Funds (via block grant) - \$88,000; State Bond Funds - \$19,250; City of Monroe Funds - \$2,750.

Criticality: This project will result in increased safety margins for aeronautical activities at the airport.

Purpose/Business Case: To provide for the development of engineering plans for the reconstruction of runway 3/21.

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

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Monroe 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: 48161.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Pavement Marking

Contract (2009-0232) between MDOT and the City of Sault Ste. Marie will provide state grant funds for airport pavement marking at the Sault Ste. Marie Municipal-Sanderson Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$8,000. Source of Funds: State Restricted Aeronautics Funds - \$4,000; City of Sault Ste. Marie Funds - \$4,000.

Criticality: The Federal Aviation Administration requires that airport pavements be marked with paint. The paint markings indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. Routine marking of the pavements is necessary for the markings to be clear.

Purpose/Business Case: To provide for airport pavement marking.

Benefit: Will enhance airport safety.

Funding Source: 50% State Restricted Aeronautics Funds and 50% City of Sault Ste. Marie 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 at this time without state participation.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49783.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements
Contract (2009-0234) between MDOT and the Cheboygan Airport Authority will provide federal and state grant funds for the construction of the realignment of the crosswind runway (17/35) and the connecting taxiway at the Cheboygan County Airport in Cheboygan, 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 \$639,529. Source of Funds: FAA Funds (via block grant) - \$511,623; State Restricted Aeronautics Funds - \$111,918; Cheboygan Airport Authority Funds - \$15,988.

Criticality: This project will enhance airport safety and capacity for aeronautical activity.

Purpose/Business Case: To provide for the construction of the realignment of the crosswind runway (17/35) and the connecting taxiway. The existing crosswind runway and connecting taxiway are turf; both will be paved under this project.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Restricted Aeronautics Funds; 2.5% Cheboygan Airport Authority Funds.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were 11 bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49721.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Property Map Update and Boundary Survey
Contract (2009-0235) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the update of the Exhibit A property map and boundary survey at the Jackson County-Reynolds Field in Jackson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$48,000. Source of Funds: FAA Funds (via block grant) - \$38,400; State Bond Funds - \$8,400; Jackson County Funds - \$1,200.

Criticality: An updated Exhibit A property map and boundary survey are required before the airport can receive FAA entitlement monies. This project must be completed before any further airport improvement or safety projects can be initiated.

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

Benefit: Will benefit the airport sponsor and surrounding property owners by defining the boundaries of airport property and any federal safety area and airspace requirements not controlled by the airport.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49202.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Snow Removal Equipment

Contract (2009-0236) between MDOT and the Wexford County Airport Authority (WCAA) will provide federal and state grant funds for the purchase of snow removal equipment (SRE) (loader and blower) at the Wexford County Airport in Cadillac, 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 \$302,000. Source of Funds: FAA Funds (via block grant) - \$241,600; State Bond Funds - \$52,850; WCAA Funds - \$7,550.

Criticality: The purchase of the SRE will increase safety margins for aeronautical operations by providing a means of more effectively removing snow. This equipment is essential to maintaining safe winter access at the airport.

Purpose/Business Case: To provide for the purchase of SRE (loader and blower).

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

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49601.

7. HIGHWAYS – Change in Effective Date

Retroactive Authorization Revision (Z2/R3) under Contract (99-0322) between MDOT and Nordlund & Associates, Inc., will retroactively change the effective date of the authorization by 31 days (9 years, 16 days retroactive) to allow the costs of survey work performed before the original effective date of April 5, 2000, to be reimbursable, as requested by the Disputed Audit Review Team (DART) (DART Report #217). The original authorization, which expired on June 1, 2002, provided for construction engineering services to be performed for the reconstruction of US-10 in Custer, Mason County. The revised authorization term will be March 5, 2000, through June 1, 2002. The authorization amount remains unchanged at \$201,181.49. The contract term is April 20, 1999, through December 15, 2002. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This revision is retroactive because the consultant performed the services before the effective date of the authorization at the direction of the MDOT project manager. The survey and staking services were essential to allow the contractor to begin work on the reconstruction of US-10.

Criticality: This revision is being processed in accordance with a DART decision. The consultant performed the services in good faith before the effective date of the authorization at the direction of the MDOT project manager.

Purpose/Business Case: This revision will allow the consultant to be reimbursed for work performed prior to the effective date of the authorization at the direction of the MDOT project manager. The MDOT project manager instructed the consultant to begin work to avoid delaying the construction project.

Benefit: Will allow the consultant to be reimbursed for services performed in good faith at the direction of the MDOT project manager before the effective date of the authorization and will allow the audit to be closed.

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 consultant cannot be reimbursed for services performed in good faith before the effective date of the authorization at the direction of the project manager, and the audit cannot be closed.

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 not a new project.

Zip Code: 49458.

8. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0349/A1) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z22). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be May 2, 2006, through May 1, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The IDS contract will expire on May 1, 2009. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z22), and the engineering services under authorization (Z22) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended. This will allow the consultant to complete ongoing services, including work under authorization (Z22). No new authorizations will be issued under this IDS contract.

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

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

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

Risk Assessment: If this amendment is not approved, the consultant will not be able to complete ongoing work under authorization (Z22).

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 and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

9. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z22/R1) under Contract (2006-0349) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the authorization term by one year to provide for an additional year of the construction engineering services, including contractor claims and project closeout services. Construction engineering and project oversight are needed to ensure that work performed by contractors meets project plans and specifications. The original authorization provides for construction engineering services to be performed for a new non-motorized bridge, including approaches, that is part of the Macomb Orchard Trail over M-53 in the Village of Romeo and Bruce Township, Macomb County. The revised authorization term will be December 13, 2007, through May 1, 2010. The authorization amount remains unchanged at \$199,999.51. The contract term will be May 2, 2006, through May 1, 2010. Source of Funds: 64% Federal Highway Administration Funds, 20% State Restricted Trunkline Funds, and 16% Macomb County Funds.

Criticality: The authorization will expire on May 1, 2009. This revision will allow the consultant to continue to provide the construction engineering services, including contractor claims and project closeout services.

Purpose/Business Case: To extend the authorization term by one year to provide for an additional year of the construction engineering services. The additional time is needed for the continuation of contractor claims and project closeout services.

Benefit: Will allow the consultant to complete the ongoing services.

Funding Source: 64% Federal Highway Administration Funds, 20% State Restricted Trunkline Funds, and 16% Macomb County Funds.

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

Risk Assessment: If the revision is not approved, the contractor claims and project closeout services cannot be completed.

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: 48065.

10. HIGHWAYS - Time Extension

Amendatory Contract (2007-0568/A1) between MDOT and Tetra Tech of Michigan, P.C., will extend the contract term by one year to allow the consultant to provide inspections of additional bridge steel repair work performed by the contractor, in addition to reviewing and finalizing documents. The additional time is needed due to additional repair work being performed by the contractor. The original contract provides for full construction engineering services to be repaired for the rehabilitation of 26 bridges on I-75, I-696, and M-102 and for pavement repair on I-696 from Scotia Lane to I-75 in the cities of Detroit, Hazel Park, Royal Oak, and Ferndale, Oakland and Wayne Counties. The revised contract term will be July 12, 2007, through June 30, 2010. The contract amount remains unchanged at \$1,433,794.11. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The additional time is critical to ensure compliance with federal and state requirements pertaining to the inspection and project documents review process.

Purpose/Business Case: To extend the contract term by one year to allow the consultant to continue to provide the required inspection 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 high quality products. The inspection and testing will ensure that all parts of the construction are up to current federal and MDOT standards.

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

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

Risk Assessment: If this amendment is not approved, the project oversight and inspection and testing services may not be performed for the additional repair work, federal requirements may not be met, 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 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: 48030.

11. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2007-0588) between MDOT and Bergmann Associates, Inc., will provide for design services to be performed for bridge replacement and interchange reconstruction work, including maintenance of traffic, on M-100 over I-96 in Clinton County (CS 19022 - JN 104028D). The authorization will be in effect from the date of award through June 18, 2010. The authorization amount will be \$691,021.50. The contract term is June 19, 2007, through June 18, 2010. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This work needs to be completed because the structure will continue to deteriorate and could pose safety risks for motorists.

Purpose/Business Case: To provide for design services to be performed for bridge replacement and interchange reconstruction work, including maintenance of traffic, on M-100 over I-96.

Benefit: Will ensure safe vehicular travel over the bridge.

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

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

Risk Assessment: If the authorization is not approved and the services are not performed, the bridge will continue to deteriorate and safety risks will continue and may increase.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48837.

12. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R2) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$8,953.26. The additional services will include preparing construction plans and bid documents for drainage and water quality improvements. The additional services are specifically related to changes made to the pavement fix type in the downtown area between State Street and Mill Street. The original authorization provides for the performance of design services for the resurfacing and rehabilitation of 1.4 miles of M-50/M-99 from Kimbark Avenue to Hallwood Drive in Eaton County (CS 23051- JN 79757C). The authorization term remains unchanged, November 26, 2007, through August 21, 2010. The revised authorization amount will be \$194,662.49. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: This project is scheduled to be let in July 2009 as part of the American Recovery and Reinvestment Act (ARRA) program. In order for the construction project to meet the letting date, the additional design services must commence by late April 2009.

Purpose/Business Case: To provide for the performance of additional design services including preparing construction plans and bid documents for drainage and water quality improvements specifically related to changes made in the pavement fix type in the downtown area between State Street and Mill Street.

Benefit: This project will provide for improvements in pavement condition and roadway drainage, which will result in improved safety for motorists and pedestrians.

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 services are not performed, the pavement will continue to deteriorate and the roadway will continue to drain poorly, which will increase safety risks for motorists and pedestrians.

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: 48827.

13. HIGHWAYS - IDS Engineering Services

Authorization (Z19) under Contract (2008-0028) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed for the Grand Rapids Transportation Service Center (TSC) at various locations in Kent County. Work items include inspection, quality assurance testing, measurement, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 25, 2010. The authorization amount will be \$266,663.50. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

Cost Reduction: Costs in professional services contracts are 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: 49504.

14. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2008-0029) between MDOT and L. S. Engineering, Inc., will provide for construction inspection and testing services to be performed for road and bridge rehabilitation work on I-96 over West River Drive, US-131, the Grand River, Monroe Avenue, Coit Road, and I-296 over I-96, Kent County (CS 41025 and 41026 - JN 79084A). The work items include inspection, quality assurance testing and reporting, measurement, computation, documentation of quantities, reporting and record-keeping, and finaling of all project documentation. The authorization will be in effect from the date of award through November 25, 2010. The authorization amount will be \$223,377.46. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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 construction inspection and testing services to be performed for road and bridge rehabilitation work on I-96 over West River Drive, US-131, the Grand River, Monroe Avenue, Coit Road, and I-296 over I-96, Kent County.

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

Funding Source: 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 inspection and testing, which could result in substandard work.

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: 49504.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2008-0131) between MDOT and Great Lakes Engineering Group, LLC, will provide for the performance of full construction engineering services for the widening and resurfacing work on US-127 from Ayers Road north to Floyd Road, Jackson County (CS 38111 - JN 79899A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 5, 2011. The authorization amount will be \$289,989.96. The contract term is February 6, 2008, through February 5, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Proper construction engineering oversight is critical in order to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. This project is scheduled to begin mid May 2009.

Purpose/Business Case: To provide for the performance of full construction engineering services for the widening and resurfacing of US-127 from Ayers Road north to Floyd Road, Jackson County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49201.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2008-0509) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for as-needed office technician services to be performed for the Grand Rapids Transportation Service Center (TSC) service area in Kent and Ottawa Counties. The work will include the preparation of project records and documentation for assigned projects. The authorization will be in effect from the date of award through September 21, 2011. The authorization amount will be \$278,706.03. The contract term is September 22, 2008, through September 21, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

Cost Reduction: Costs in professional services contracts are 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: 49504.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2009-0051) between MDOT and Wade Trim Associates, Inc., will provide for the development of design plans for 69.564 miles of non-freeway sign upgrading along M-24 and M-90 in the Davison and Cass City Transportation Service Center (TSC) service areas, Bay Region (CS various - JN 105446C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$105,242.09. The contract term is November 5, 2008, through November 4, 2011. 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 non-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 development of design plans for 69.564 miles of non-freeway sign upgrading along M-24 and M-90 in the Davison and Cass City TSC service areas.

Benefit: To improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: Increased public safety risks and loss of safety assets.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2009-0051) between MDOT and Wade Trim Associates, Inc., will provide for the development of design plans for 79.06 miles of non-freeway sign upgrading in the Alpena Transportation Service Center (TSC) service area, North Region (CS various - JN 105441C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$120,415.56. The contract term is November 5, 2008, through November 4, 2011. 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 non-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 development of design plans for 79.06 miles of non-freeway sign upgrading in the Alpena TSC service area.

Benefit: To improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: Increased public safety risks and loss of safety assets.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49707.

19. *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, 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 surveys contract will be in effect from the date of award through December 31, 2012. The contract amount will be \$1,193,958.46. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

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.

20. *HIGHWAYS - Construction Engineering Services

Contract (2009-0168) between MDOT and HNTB Michigan, Inc., will provide for full construction engineering services to be performed for the reconstruction of M-49 from US-12 in the Village of Allen to M-99 in the City of Litchfield and of M-99 from Adams Street in the City of Litchfield to the Calhoun county line, Hillsdale County. The construction project includes concrete pavement repair, enhancement, and miscellaneous bridge rehabilitation work. The work items include construction administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$467,656.18. The contract will be in effect from the date of award through December 31, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for full construction engineering services to be performed for the reconstruction of M-49 from US-12 in the Village of Allen to M-99 in the City of Litchfield and of M-99 from Adams Street in the City of Litchfield to the Calhoun County line, Hillsdale County.

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

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

Cost Reduction: Costs in professional services contracts are 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: 49252.

21. *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.

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.

22. HIGHWAYS - IDS Engineering Services

Contract (2009-0226) between MDOT and Westshore Consulting will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

23. HIGHWAYS - IDS Engineering Services
Contract (2009-0403) between MDOT and Access Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
24. HIGHWAYS - IDS Engineering Services
Contract (2009-0404) between MDOT and Professional Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
25. HIGHWAYS - IDS Engineering Services
Contract (2009-0405) between MDOT and TTL Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
26. HIGHWAYS - IDS Engineering Services
Contract (2009-0406) between MDOT and U. P. Engineers & Architects, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
27. HIGHWAYS - IDS Engineering Services
Contract (2009-0407) between MDOT and Landscape Architects & Planners, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

28. HIGHWAYS - IDS Engineering Services
Contract (2009-0408) between MDOT and CTI and Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
29. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2009-0228) between MDOT and LTM Incorporated 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.
30. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2009-0229) between MDOT and Seaton Appraisal Associates 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.
31. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2009-0233) between MDOT and John V. O'Connor Appraisal Services, LLC, 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.

32. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z17/R1) under Master Agreement (2002-0053) between MDOT and the Isabella County Transportation Commission (ICTC) will add a line item for communications equipment, will reduce state funding by \$4,000, and will add \$4,000 in local funding. The facility renovations will not cost as much as originally anticipated. As a result, ICTC is requesting a reallocation of funds to upgrade the communications equipment because the current equipment is inadequate to handle the volume of calls ICTC is experiencing. State funds cannot be used as a match for the communications equipment. The revision has received Rural Task Force approval. The original authorization provides state matching funds for ICTC's FY 2006 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The authorization term remains unchanged, September 25, 2006, through September 24, 2009. The authorization amount remains unchanged at \$98,000. The toll credit amount remains unchanged at \$7,200. 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 - \$85,600; FY 2006 State Restricted Comprehensive Transportation Funds - \$8,400; ICTC Funds - \$4,000.

Criticality: This revision will provide for an upgrade of the communications system to provide for more efficiency and safety for passenger service.

Purpose/Business Case: To provide for an additional line item for communication equipment, to reduce state funds by \$4,000, and to add local funds of \$4,000.

Benefit: Increased public safety and efficiency through improved transportation infrastructure.

Funding Source: FTA Funds - \$85,600; FY 2006 State Restricted Comprehensive Transportation Funds - \$8,400; ICTC Funds - \$4,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48858.

33. TRANSPORTATION PLANNING – Update and Maintenance of Congestion Management System

Authorization Revision (Z4/R1) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$75,830 of previously obligated fiscal year 2008 funds to the authorization. The original authorization provides for the update and maintenance of the Congestion Management System for GVMC member agencies using information collected by metropolitan planning organization (MPO) staff. The project allows the local units of government to develop congestion mitigation strategies and priorities for improvements on the federal aid system. The authorization term remains unchanged, November 12, 2008, through September 30, 2009. The revised authorization amount will be \$150,830. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the MPOs to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount to the amount in GVMC's federally-approved Unified Work Program (UWP). The additional funds are necessary for the update and maintenance of the Congestion Management System, as set forth in the UWP.

Benefit: Will provide sufficient funding for the update and maintenance of the Congestion Management System. The work will allow the local units of government to develop congestion mitigation strategies and priorities for improvements on the federal aid system.

Funding Source: Dedicated federal funds that must be passed through to the MPO per the federal regulations cited above. 81.85% FHWA Funds and 18.15% GVMC Funds.

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

Risk Assessment: If the revision is not approved, the MPO may not have sufficient funding for the update and maintenance of the Congestion Management System, the local units of government may not be able to develop congestion mitigation strategies and priorities, and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

34. TRANSPORTATION PLANNING – Update of Geographic Information System Database
Authorization Revision (Z5/R1) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$178,480 of previously obligated fiscal year 2008 funds to the authorization. The original authorization provides for the update and maintenance of the regional Geographic Information System (GIS) database for the Grand Rapids metropolitan area. The authorization term remains unchanged, November 12, 2008, through September 30, 2009. The revised authorization amount will be \$213,480. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount to the amount in GVMC's federally-approved Unified Work Program (UWP). The additional funds are necessary for the update and maintenance of the GIS database, as set forth in the UWP.

Benefit: Will provide sufficient funding for the update and maintenance of the regional GIS database. The project will provide for more accurate and up-to-date GIS data to be available to help the local units of government to address capacity/congestion issues and manage the transportation system.

Funding Source: Dedicated federal funds that must be passed through to the MPO per the federal regulations cited above. 81.85% FHWA Funds and 18.15% GVMC Funds.

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

Risk Assessment: If the revision is not approved, the MPO may not have sufficient funding for the update and maintenance of the regional GIS database, up-to-date GIS data may not be available to help the local units of government to manage the transportation system, and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing project.

Zip Code: 49503.

35. TRANSPORTATION PLANNING - Ozone Action Day Program

Authorization Revision (Z6/R1) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$133,585 of previously obligated fiscal year 2008 funds to the authorization. The original authorization provides for the undertaking of activities to raise public awareness of and expand the Ozone Action Day Program in the Grand Rapids metropolitan area. The authorization term remains unchanged, November 14, 2008, through September 30, 2009. The revised authorization amount will be \$227,335. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount to the amount in GVMC's federally-approved Unified Work Program (UWP). The additional funds are necessary for the completion of the Ozone Action Day Program activities, as set forth in the UWP.

Benefit: Will provide sufficient funding for the undertaking of Ozone Action Day Program activities in the Grand Rapids metropolitan area, as set forth in the UWP.

Funding Source: Dedicated federal funds that must be passed through to MPO per the federal regulations cited above. 80% FHWA Funds and 20% GVMC Funds.

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

Risk Assessment: If the revision is not approved, the MPO may not have sufficient funding to complete the Ozone Action Day Program activities, and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

36. TRANSPORTATION PLANNING – Update of Pavement Management System Database

Authorization Revision (Z7/R1) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$214,359 of previously obligated fiscal year 2008 funds to the authorization. The original authorization provides for the update of the pavement management system database for GVMC member agencies. The authorization term remains unchanged, November 12, 2008, through September 30, 2009. The revised authorization amount will be \$389,359. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount to the amount in the GVMC's federally-approved Unified Work Program (UWP). The additional funds are necessary for the update of the pavement management system database, as set forth in the UWP.

Benefit: Will provide sufficient funding for the update of the pavement management system database for GVMC member agencies. The project will allow the local units of government to develop pavement maintenance strategies and to prioritize resurfacing and reconstruction projects.

Funding Source: Dedicated federal funds that must be passed through to the MPO per the federal regulations cited. 81.85% FHWA Funds and 18.15% GVMC Funds.

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

Risk Assessment: If the revision is not approved, the MPO may not have sufficient funding for the update of the pavement management system database, the local units of government may not be able to develop pavement maintenance strategies and priorities, and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

37. TRANSPORTATION PLANNING – Transportation Planning Activities

Authorization Revision (Z1/R1) under Master Agreement (2009-0011) between MDOT and the Tri-County Regional Planning Commission will add \$22,052 of previously obligated fiscal year 2008 funds to the authorization. The original authorization provides for the undertaking of transportation planning activities at the local and regional levels. The authorization term remains unchanged, October 1, 2008, through September 30, 2009. The revised authorization amount will be \$237,346. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Transit Administration (FTA) Funds and 20% Tri-County Regional Planning Commission Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To increase the authorization amount to the amount in the Tri-County Regional Planning Commission's federally-approved Unified Work Program (UWP). The additional funds are necessary for the completion of transportation planning activities described in the MPO's UWP for fiscal year 2009, including air quality conformity analysis required by the Environmental Protection Agency (EPA).

Benefit: Will provide sufficient funding for the completion of transportation planning activities described in the MPO's federally-approved UWP, including air quality conformity analysis required by the EPA.

Funding Source: Dedicated federal funds that must be passed through to the MPO per the federal regulations cited above. 80% FTA Funds (Section 5303) and 20% Tri-County Regional Planning Commission Funds.

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

Risk Assessment: If the revision is not approved, the MPO may not have sufficient funding to complete transportation planning activities described in its UWP, including air quality conformity analysis required by the EPA, and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48910.

38. TRANSPORTATION PLANNING – Assignment of PASER Ratings

Authorization Revision (Z6/R1) under Master Agreement (2009-0025) between MDOT and Western Upper Peninsula Planning & Development Regional Commission (WUPPDR) will increase the authorization amount by \$8,093.11 to allow WUPPDR to collect additional data and provide additional training to local agencies. The original authorization provides for the assignment of Pavement Surface Evaluation and Rating (PASER) ratings for all federal-aid eligible roads in the area. The ratings will be included in annual reports provided to the State Transportation Commission and the legislature that describe the conditions of public roads and bridges, the amount of money expended on asset management activities, and upcoming asset management activities. The authorization term remains unchanged, October 1, 2008, through September 30, 2009. The revised authorization amount will be \$42,960.11. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Criticality: These authorized funds must be made available in order for the metropolitan planning organizations and regional planning organizations to meet statewide asset management requirements set forth in Act 499 of the Public Acts of 2002.

Purpose/Business Case: To increase the authorization amount by \$8,093.11 to allow WUPPDR to collect additional data and provide additional training to local agencies.

Benefit: The additional funds will allow WUPPDR to collect the additional data and provide the additional training needed to assign PASER ratings. The PASER ratings and other important data are provided to the Transportation Asset Management Council and are used to fulfill asset management reporting requirements.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: The costs are estimated based on the costs of the previous year's activities. WUPPDR will be paid for the actual costs incurred.

Risk Assessment: If the revision is not approved, WUPPDR may not be able to collect needed additional data and provide additional training to local agencies, and asset management reporting requirements may not be met.

Cost Reduction: These are ongoing activities. The costs are the same as in previous years.

Selection: N/A.

New Project Identification: These are ongoing activities.

Zip Code: 49931.

39. *TRANSPORTATION PLANNING - IDS Planning Services

Contract (2009-0216) between MDOT, the Michigan Research Institute (MRI), a non-profit organization, and the City of Wixom will provide for the performance of an economic development study of the I-275/M-5 corridor in Oakland and Wayne Counties to be performed on an as needed/when needed basis. MRI will perform the services, and the City of Wixom will administer the contract for final MDOT approval. The contract will be in effect from the date of award through two years. The maximum contract amount will be \$495,000, and the maximum amount of any authorization will be \$250,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: 100% Federal Highway Administration Funds.

* Denotes a non-standard contract/amendment

40. *TRANSPORTATION PLANNING - IDS Planning Services

Authorization (Z1) under Contract (2009-0216) between MDOT, the Michigan Research Institute (MRI), a non-profit organization, and the City of Wixom will provide for an assessment of the distribution of transportation funding in the I-275/M-5 corridor in Oakland and Wayne Counties. The authorization will be in effect from the date of award through nine months. The authorization amount will be \$247,767. The contract will be in effect from the date of award through two years. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

Criticality: These funds were awarded by Congress and can only be used for this project. If MDOT does not move forward with the project, the FHWA could redistribute the funds to other states and an economic development project for Southeast Michigan could be lost.

Purpose/Business Case: To provide for an assessment of the distribution of transportation funding in the I-275/M-5 corridor.

Benefit: Will provide an assessment of the current distribution of transportation funding in the corridor and recommendations for improving the equity of the distribution of transportation funding in the corridor.

Funding Source: 100% FHWA Funds (Scenic Byways Discretionary Funds).

Commitment Level: Fixed costs as estimated in federal merit-based discretionary funding award.

Risk Assessment: If the authorization is not approved and the services are not provided, federal funds could be lost.

Selection: N/A (federal earmark grant).

New Project Identification: This is a new project.

Zip Code: 48393.

PRE APPROVALS

BID LETTING

STATE PROJECTS

41. LETTING OF MAY 01, 2009 PREQUALIFICATION LEVEL
PROPOSAL 0905046 \$ 3,765,000.00
PROJECT AR1 66013-105837
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 02, 2009

12.04 mi of hot mix asphalt overlay and shoulder construction, shoulder trenching, and bridge deck repairs on M-64 from County Road 107 in Silver City easterly to the village of Ontonagon, Ontonagon County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

2.000 % DBE participation required

42. LETTING OF MAY 01, 2009 PREQUALIFICATION LEVEL
PROPOSAL 0905047 \$ 378,285.66
PROJECT AR1 59032-50716
LOCAL AGRMT.
START DATE - JULY 07, 2009
COMPLETION DATE - 14 working days

7.46 mi of single chip sealing of existing hot mix asphalt mainline and paved shoulders and placement of aggregate shoulder on M-91 from north of Colby Road northerly to north of Kendaville Road, Montcalm County. This project includes a 2 year pavement performance warranty

A 2009 highway preventive maintenance project.

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

43. LETTING OF MAY 01, 2009 PREQUALIFICATION LEVEL
 PROPOSAL 0905050 \$ 2,209,000.00
 PROJECT AR1 07012-105838, ETC
 LOCAL AGRMT.
 START DATE - JULY 07, 2009
 COMPLETION DATE - 26 working days

12.76 mi of hot mix asphalt cold milling, resurfacing, and shoulder aggregate on US-41 from south of M-28 northerly to north of Mead Road and from west of Menge Creek Road easterly to the concrete approach of the Falls River Bridge in the village of L'Anse, Baraga County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

5.000 % DBE participation required

BID LETTING
STATE PROJECTS

44. LETTING OF APRIL 09, 2009 ENG. EST. LOW BID
 PROPOSAL 0904201 \$ 12,652,648.21 \$ 10,769,001.23
 PROJECT BI06 11056-50757, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 27, 2009
 COMPLETION DATE - MAY 15, 2010 -14.89 %

3.27 mi of road reconstruction, ramps, culverts, and permanent traffic recorders on US-31 northbound and southbound from the Michigan state line northerly to US-12, Berrien County. Alternate 1 is hot mix asphalt road reconstruction and related items and Alternate 2 is concrete road reconstruction and related items. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED \ EUAC	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 12,194,902.58 \ \$ 702,071.40	\$ 12,099,470.58	1 **
Six-S, Inc.	\$ 12,687,945.91 \ \$ 717,387.99	\$ 12,623,219.91	2
Ajax Paving Industries, Inc./Kammi	\$ 12,927,710.61 \ \$ 730,493.19	\$ 12,862,984.61	3
Michigan Paving and Materials Co.	\$ 13,836,684.64 \ \$ 791,808.94	\$ 13,741,252.64	4
Florence Cement Company	\$ 15,903,702.79 \ \$ 893,156.83	\$ 15,838,976.79	5
John Carlo, Inc.			
Interstate Highway Construction			

BIDDER	AS-CHECKED \	USER DELAY COST	ACTUAL CONTRACT PRICE	
Rieth-Riley Construction Co., Inc.	\$ 12,099,470.58 \	\$ 1,330,469.35	\$ 10,769,001.23	1 **
Six-S, Inc.	\$ 12,623,219.91 \	\$ 3,010,646.00	\$ 9,612,573.91	2
Ajax Paving Industries, Inc./Kammi	\$ 12,862,984.61 \	\$ 1,890,607.57	\$ 10,972,377.04	3
Michigan Paving and Materials Co.	\$ 13,741,252.64 \	\$ 3,062,113.30	\$ 10,679,139.34	4
Florence Cement Company	\$ 15,838,976.79 \	\$ 4,426,910.20	\$ 11,412,066.59	5
John Carlo, Inc.				
Interstate Highway Construction				

5 Bidders

NOTE: The lowest calculated EUAC is used to determine the low bid.
The AS-CHECKED minus USER DELAY COST equals the actual contract price.

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

Purpose/Business Case: MDOT's Road Preservation Program goal 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:

50757A		
State Restricted Trunkline Funds	100	%
87343A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49120.

Purpose/Business Case: This project is a combination of programs--The Road and Bridge Program, Traffic and Safety Program, The Capital Preventive Maintenance Program, and Freeway lighting. 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 Traffic and Safety Program is included in order 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 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, and the Freeway lighting provides improvement to the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation as well as provide a safe and affective use of traffic flow. This asset management philosophy to develop programs 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 treatments provided by the Capital Preventive Maintenance Program 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. Improvements to freeway lighting will provide safety to the motoring public and to reduce on-going maintenance costs.

Funding Source:

102691A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
84019A		
	Federal Highway Administration Funds	90.00 %
	City of Saginaw	0.16 %
	State Restricted Trunkline Funds	9.84 %
84706A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
84707A		
	Consumers Energy Company	0.02 %
	Federal Highway Administration Funds	89.98 %
	City of Saginaw	0.11 %
	State Restricted Trunkline Funds	9.89 %
84833A		
	Federal Highway Administration Funds	90.00 %
	City of Saginaw	1.25 %
	State Restricted Trunkline Funds	8.75 %
85115A		
	Federal Highway Administration Funds	90.00 %
	City of Saginaw	1.05 %
	State Restricted Trunkline Funds	8.95 %
85615A		
	Federal Highway Administration Funds	100 %
87629A		
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %

87995A

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

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

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. The relationships with the local agencies may be compromised. They are anticipating the completion of this project as announced. If the construction of these projects is not completed, federal funds must be returned because earlier phases of these projects utilized federal funds.

Cost Reduction: Reduced roadway and vehicle maintenance costs. Our customers will benefit with a greatly improved nighttime visibility.

New Project Identification: Rehabilitation, reconstruction, and maintenance.

Selection: Low bid.

Zip Code: 48603.

46.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904036	\$ 2,744,473.48	\$ 2,857,232.20
	PROJECT NH 02041-80180-2		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 25, 2009		4.11 %

8.19 mi of crushing and shaping existing hot mix asphalt, hot mix asphalt resurfacing, guardrail upgrades, and aggregate shoulders on M-28 from Shelter Bay Road to Autrain Road, Alger County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 2,857,232.20	Same	1 **
Bacco Construction Company	\$ 2,988,116.70	Same	2
Rieth-Riley Construction Co., 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: 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:

80180A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49806.

47.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904042	\$ 715,220.37	\$ 558,461.19
	PROJECT NHG 70013-88078		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 29, 2009		
	COMPLETION DATE - JUNE 14, 2010		-21.92 %

22.15 mi of non-freeway sign upgrading on US-31 from the Allegan/Ottawa County line (32nd Street) northerly to Jackson Street in the cities of Holland and Grand Haven, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 558,461.19	Same	1 **
Highway Service Company, Inc.	\$ 599,321.27	Same	2
Sterling Sign Co., Inc.	\$ 642,790.40	Same	3
J. Ranck Electric, Inc.	\$ 655,802.09	Same	4
Martell Electric, LLC	\$ 721,857.15	Same	5
J & J Contracting, Inc.			
Midwest Bridge 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 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:

88078A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Sign upgrade.

Selection: Low Bid.

Zip Code: 49504.

48.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904043	\$ 637,725.55	\$ 579,631.39
	PROJECT STT 01022-103188		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 07, 2009		
	COMPLETION DATE - SEPTEMBER 02, 2009		-9.11 %

11.30 mi of overband crack sealing and hot mix asphalt ultra-thin surfacing on M-65 from north of M-72 East northerly to north of McCollum Lake Road in Mitchell Township, Alcona County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 579,631.39	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 592,086.37	Same	2
Pyramid Paving & Contracting Co.	\$ 675,430.39	Same	3
Fahrner Asphalt Sealers, LLC.			

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:

103188A

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: 48728.

49. LETTING OF APRIL 03, 2009
 PROPOSAL 0904044 \$ 405,209.33 \$ **410,834.20**
 PROJECT ST 84915-103169
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 15, 2009
 COMPLETION DATE - JULY 31, 2009 1.39 %

58.34 mi of overband crack filling at eleven locations on various state trunklines, Berrien, Cass, Van Buren, and St. Joseph Counties.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 410,834.20	Same	1 **
Fahrner Asphalt Sealers, LLC.	\$ 428,411.44	Same	2
Interstate Sealant & Concrete, Inc.	\$ 545,888.10	Same	3
Arnt Asphalt Sealing, Inc.	\$ 640,587.40	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:

103169A

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: 49067.

50. LETTING OF APRIL 03, 2009
PROPOSAL 0904045 \$ ENG. EST. 387,742.21 \$ LOW BID 409,958.17
PROJECT MER 38101-105448
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - JULY 13, 2009
COMPLETION DATE - JANUARY 05, 2010 5.73 %

Emergency partial superstructure replacement, structural steel repairs, partial painting, and maintaining traffic on I-94 under Elm Road, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 409,958.17	Same	1 **
J. Slagter & Son Construction Co.	\$ 419,283.53	Same	2
Jackson Steel Construction, Inc.	\$ 445,816.19	Same	3
E. C. Korneffel Co.	\$ 449,810.10	Same	4
Midwest Bridge Company	\$ 495,367.25	Same	5
Anlaan Corporation	\$ 543,545.39	Same	6
C. A. Hull Co., Inc.			
L.W. Lamb, Inc.			
E.T. MacKenzie Company			

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.

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:

105448A

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.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49201.

51.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904046	\$ 3,651,606.35	\$ 3,457,506.28
	PROJECT STE 31051-102996		
	LOCAL AGRMT. 08-5494		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 06, 2009		-5.32 %

0.49 mi of street reconstruction including water and sanitary sewer replacement and historical enhancements including brick street construction, decorative sidewalks, and lighting on US-41 (Sheldon Avenue) in the city of Houghton, Houghton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 3,457,506.28	Same	1 **
MJO Contracting, Inc.	\$ 3,510,073.96	\$ 3,510,018.96	2
Oberstar Inc.	\$ 3,626,130.90	Same	3
Hebert Construction Company	\$ 3,714,900.46	Same	4
Yalmer Mattila Contracting, Inc.	\$ 4,036,685.80	\$ 4,036,511.80	5
Musson Bros., Inc.			
A. Lindberg & Sons, Inc.			
Thomas J. Moyle, Jr., Incorporated			

5 Bidders

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

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

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

102996A	
Federal Highway Administration Funds (Transportation Enhancement Funds)	22.29 %
City of Houghton	67.14 %
State Restricted Trunkline Funds	10.57 %

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. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Reconstruction and enhancement.

Zip Code: 49931.

52. LETTING OF APRIL 03, 2009
 PROPOSAL 0904047 \$ ENG. EST. 129,342.04 \$ LOW BID 99,993.06
 PROJECT M 82292-104338
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2009 -22.69 %

Install portable intermittent truck weigh stations (PITWS) at the northbound I-275 Westland and the westbound I-94 Belleville rest areas, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Sera Excavating, LLC.	\$ 99,993.06	Same	1 **
San Marino Excavating, Inc.	\$ 114,803.95	Same	2
Washtenaw Inc. Maintenance Service	\$ 117,294.43	Same	3
Florence Cement Company	\$ 122,143.26	Same	4
Sole Construction, Inc.	\$ 124,183.24	\$ 123,933.24	5
C & D Hughes, Inc.	\$ 125,975.53	Same	6
ABC Paving Company	\$ 135,406.26	Same	7
Service Construction L.L.C.	\$ 139,523.35	Same	8
Doan Construction Company	\$ 141,494.21	Same	9
S.A. Torello Demolition, Inc.	\$ 163,570.65	Same	10
Kelcris Corporation			
Absolute Construction Services			
Peter A. Basile Sons, Inc.			
Site Development, Inc.			

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.

Purpose/Business: The proposed project includes construction of Portable Intermittent Truck Weigh Stations (PITWS) pits within the Belleville and Westland rest areas in Wayne County. This project is identified as part of the Metro Region's Commercial Vehicle Enforcement (CVE) strategy and is part of a partnering effort with the Michigan State Police (MSP) for enforcement of commercial vehicle safety and size and weight compliance.

Benefit: This project will provide a more efficient and effective method for vehicle enforcement as well as safer and improved traffic flow. The intermittent schedule will maximize enforcement opportunities.

Funding Source:

104338A

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 relationships with the Michigan State Police, the motoring public and the local agencies in the area may be compromised. They are anticipating the completion of this project as announced.

54. LETTING OF APRIL 03, 2009
 PROPOSAL 0904049 \$ ENG. EST. 91,074.01 \$ LOW BID 83,416.88
 PROJECT STE 26011-102065
 LOCAL AGRMT. 09-5033 % OVER/UNDER EST.
 START DATE - JULY 08, 2009
 COMPLETION DATE - SEPTEMBER 19, 2011 -8.41 %

0.23 mi of concrete non-motorized path construction, streetscaping, sidewalk, brick pavers, plantings, pavement markings, and turf establishment on M-18 (Ross Street) from Ross Lake Park northerly to the IGA driveway and on Brown Street and School Street northerly to Tonkin Street in the city of Beaverton, Gladwin County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 83,416.88	Same	1 **
Eastlund Concrete Construction	\$ 104,300.24	Same	2
A. J. Rehmus & Son, Inc.	\$ 108,577.50	Same	3
Robbin Harsh Excavating, Inc.	\$ 119,080.83	\$ 118,969.83	4
Snowden, Inc.	\$ 147,988.39	\$ 147,518.39	5
West Michigan Recycled Aggregates			
Doan Construction Company			
Hunt Bros. Concrete Contractors			

5 Bidders

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

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

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

102065A	
City of Beaverton	20.00 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	60.00 %
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. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: New construction and enhancements.

Zip Code: 48612 Region-wide.

55. LETTING OF APRIL 03, 2009 ENG. EST. LOW BID
 PROPOSAL 0904051 \$ 17,439,133.08 **\$ 12,673,097.27**
 PROJECT NH 82112-89273, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 7 days after award
 COMPLETION DATE - MAY 01, 2010 -27.33 %

1.22 mi of hot mix asphalt cold milling and resurfacing, pavement repairs, sidewalk ramps, permanent pavement markings, signing, traffic signals, deck replacement, bridge approach reconstruction, substructure repairs, and bridge lighting on M-102 from M-39 (Southfield Freeway) easterly to M-10 (Lodge Freeway), on the westbound and eastbound service drives over M-10, and over M-10 in the cities of Oak Park, Southfield and Detroit, Oakland and Wayne Counties. This project includes a 3 year pavement performance warranty and a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 12,673,097.27	Same	1 **
Walter Toebe Construction Co.	\$ 12,696,088.81	Same	2
Dan's Excavating, Inc.	\$ 13,646,692.14	Same	3
Posen Construction, Inc.	\$ 13,764,035.39	Same	4
E. C. Korneffel Co.	\$ 14,868,971.38	Same	5
Midwest Bridge Company			
Anlaan Corporation			
Angelo Iafrate 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: This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's 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:

101387A	
City of Detroit	0.37 %
Federal Highway Administration Funds	81.85 %
City of Oak Park	0.06 %
City of Southfield	0.12 %
State Restricted Trunkline Funds	17.60 %
89273A	
City of Detroit	1.04 %
Federal Highway Administration Funds	81.85 %
City of Southfield	1.19 %
State Restricted Trunkline Funds	15.92 %
89309A	
City of Detroit	1.15 %
Federal Highway Administration Funds	80.00 %
City of Oak Park	0.15 %
City of Southfield	0.85 %
State Restricted Trunkline Funds	17.85 %

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: 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: Maintenance and rehabilitation.

Selection: Low bid.

Zip Code: 48235.

56. LETTING OF APRIL 03, 2009
 PROPOSAL 0904052
 PROJECT STT 59032-59563
 LOCAL AGRMT.
 START DATE - MAY 04, 2009
 COMPLETION DATE - AUGUST 28, 2009

ENG. EST. LOW BID
 \$ 2,327,661.14 \$ 2,344,405.97

% OVER/UNDER EST.
 0.72 %

1.64 mi of hot mix asphalt cold milling, resurfacing, reconstruction, joint repairs, railroad crossing removals, drainage, and signal work on M-91 (Lafayette Street) from south of Gibson Road northerly to north of Wise Road in the city of Greenville, Montcalm County. This project includes a 5 year materials and workmanship pavement warranty.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 2,344,405.97	Same	1 **
Central Asphalt, Inc.	\$ 2,397,737.88	Same	2
Michigan Paving and Materials Co.	\$ 2,589,151.69	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: 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:

59563A

Federal Highway Administration Funds	54.16 %
State Restricted Trunkline Funds	45.84 %

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: 48838.

Benefit: MDOT attempts to maximize the benefits of road, bridge preservation as well as provide a safe and affective use of traffic flow. This asset management philosophy to develop programs 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.

Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

Funding Source:

102158A			
Federal Highway Administration Funds	100	%	
75215A			
Federal Highway Administration Funds	100	%	
79086A			
Federal Highway Administration Funds	100	%	
81738A			
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: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Reduced roadway and vehicle maintenance costs. Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

New Project Identification: Rehabilitation, new construction, reconstruction.

Selection: Low bid.

Zip Code: 49416.

58. LETTING OF APRIL 03, 2009
 PROPOSAL 0904054
 PROJECT STG 84916-104191
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2009

ENG. EST. LOW BID
 \$ 1,505,597.58 \$ 1,329,883.28
 % OVER/UNDER EST.
 -11.67 %

Application of permanent pavement markings including longitudinal lines and non-freeway centerline and shoulder corrugations, Livingston, Monroe, and Washtenaw Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 1,329,883.28	Same	1 **
P.K. Contracting, Inc.	\$ 1,409,371.63	Same	2
Oglesby Construction, 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 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:

104191A

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: 48116.

60. LETTING OF APRIL 03, 2009
 PROPOSAL 0904057
 PROJECT ST 03023-79981, ETC
 LOCAL AGRMT.
 START DATE - JUNE 15, 2009
 COMPLETION DATE - OCTOBER 30, 2009

ENG. EST. LOW BID
 \$ 1,973,429.95 \$ 1,765,182.61

% OVER/UNDER EST.
 -10.55 %

1.24 mi of hot mix asphalt resurfacing with widening for left turn lane and enclosed drainage on M-89 from the Kalamazoo River easterly to Kalamazoo Street in the city of Otsego, Allegan County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peters Construction Co.	\$ 1,765,182.61	Same	1 **
Brenner Excavating, Inc.	\$ 1,844,078.30	Same	2
Robert Bailey Contractors, Inc.	\$ 1,913,000.00	Same	3
Milbocker and Sons, Inc.	\$ 1,935,151.24	Same	4
Kamminga & Roodvoets, Inc.	\$ 1,963,251.22	Same	5
C & D Hughes, Inc.	\$ 1,969,526.52	Same	6
Schippers Excavating, Inc.	\$ 1,978,579.94	Same	7
Northern Construction Services, Co.	\$ 1,984,935.52	Same	8
Nashville Construction Company	\$ 2,096,365.24	Same	9
Balkema Excavating, Inc.	\$ 2,123,588.26	Same	10
Michigan Paving and Materials Co.			
Hoffman Bros., Inc.			
Triangle Excavators, Inc.			
Nagel Construction, Inc.			

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 two programs: MDOT's Road Preservation Program and the Congestion Mitigation and Air Quality (CMAQ) Program. The road preservation program's goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The 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. The 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: 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:

79981A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
87588A		
AT&T		0.14 %
Federal Highway Administration Funds		79.31 %
Michigan Gas Utilities		0.71 %
State Restricted Trunkline Funds		19.84 %

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

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49078.

61.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904058	\$ 341,224.82	\$ 322,832.56
	PROJECT STE 69022-102101		
	LOCAL AGRMT. 09-5065		% OVER/UNDER EST.
	START DATE - SEPTEMBER 08, 2009		
	COMPLETION DATE - OCTOBER 19, 2009		-5.39 %

0.43 mi of concrete sidewalk, decorative sidewalk, street furniture, decorative lights, and ornamental trees on M-32 from west of Birch Street easterly to south of Rowan Avenue, Otsego County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 322,832.56	Same	1 **
J.R. Howell; Airport Lighting, LLC	\$ 329,854.40	Same	2
Rauhorn Electric, Inc.	\$ 347,145.28	Same	3
Windemuller Electric, Inc.	\$ 352,747.24	Same	4
Metropolitan Power & Lighting, Inc.			
Allstate Electric, Inc.			

4 Bidders

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

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

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

102101A	
Federal Highway Administration Funds (Transportation Enhancement Funds)	71.00 %
State Restricted Trunkline Funds	19.00 %
Charlton Township	10.00 %

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

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Enhancements.

Zip Code: 49751.

62.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904059	\$ 1,990,017.48	\$ 1,948,793.78
	PROJECT STG 84917-104245		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2009		-2.07 %

Permanent pavement markings on various routes, Macomb, Oakland, St. Clair, and Wayne Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 1,948,793.78	Same	1 **
P.K. Contracting, Inc.	\$ 2,160,020.90	Same	2
Oglesby Construction, 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 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:

104245A

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: 48310.

63.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904060	\$ 668,859.35	\$ 625,338.06
	PROJECT STG 84915-104187		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2009		-6.51 %

Permanent pavement markings including longitudinal and special markings and non-freeway rumble strips on various state trunkline routes, Allegan, Kalamazoo, and St. Joseph Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 625,338.06	Same	1 **
P.K. Contracting, Inc.	\$ 658,209.33	Same	2
Oglesby Construction, 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 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:

104187A

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: 49001 TSC Wide.

64.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904061	\$ 566,594.67	\$ 559,751.91
	PROJECT STG 84915-104241		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 01, 2009		
	COMPLETION DATE - DECEMBER 01, 2009		-1.21 %

Permanent pavement markings and non-freeway centerline and edgeline corrugations on various state trunkline routes, Barry, Branch, Calhoun, and Hillsdale Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 559,751.91	Same	1 **
P.K. Contracting, Inc.	\$ 597,109.60	Same	2
Oglesby Construction, 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 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:

104241A

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: 49046 TSC-Wide.

65. LETTING OF APRIL 03, 2009
 PROPOSAL 0904062
 PROJECT STE 18900-102059
 LOCAL AGRMT. 08-5393
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2011

ENG. EST. \$ 1,111,659.10
 LOW BID \$ 978,362.78
 % OVER/UNDER EST. -11.99 %

0.76 mi of Pere Marquette non-motorized path extension construction that includes boardwalks, retaining walls, hot mix asphalt path, drainage, and landscaping from the corner of Pine Street and East 4th Street southerly on Pine Street and easterly along the north side of the Mid-Michigan Railroad right-of-way to Industrial Drive in the city of Clare, Clare and Isabella Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 978,362.78	Same	1 **
Miller Development, Inc.	\$ 1,011,058.98	Same	2
Novak Construction	\$ 1,032,763.60	Same	3
The Isabella Corporation	\$ 1,039,910.69	Same	4
Wolverine Building, Inc.	\$ 1,099,472.90	\$ 1,098,658.24	5
Rieth-Riley Construction Co., Inc.	\$ 1,109,182.57	Same	6
Davis Construction, Inc.	\$ 1,109,530.64	Same	7
L.W. Lamb, Inc.	\$ 1,126,313.57	Same	8
Anlaan Corporation	\$ 1,141,987.87	\$ 1,139,987.87	9
Wooten Contracting Co.	\$ 1,183,064.40	\$ 1,183,014.40	10
Milbocker and Sons, Inc.	\$ 1,213,782.50	Same	11
Nashville Construction Company	\$ 1,249,221.81	Same	12
Midwest Bridge Company			
Hallack Contracting, Inc.			
J. Slagter & Son Construction Co.			
Zito Construction Co.			
Rohde Brothers Excavating, Inc.			
Fisher Contracting Company			
C. A. Hull Co., Inc.			
Champagne and Marx Excavating, Inc.			
Central Michigan Contracting, Inc.			
CJ's Excavating Septic Service Inc.			
S-L and H Contractors Incorporated			
Tri-Valley Landscaping, Inc.			
A. J. Rehmus & Son, 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 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 Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

102059A

City of Clare	36.66 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	53.00 %
State Restricted Trunkline Funds	10.34 %

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: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: New construction and enhancement.

Zip Code: 48617.

Funding Source:

105841A
Federal Highway Administration Funds 100 %
105842A
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 injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49916.

70. LETTING OF APRIL 03, 2009
PROPOSAL 0904067 \$ ENG. EST. 653,147.52 \$ LOW BID 629,266.50
PROJECT AR1 31013-88830, ETC
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - AUGUST 10, 2009
COMPLETION DATE - 19 working days -3.66 %

4.87 mi of hot mix asphalt resurfacing, shoulder trenching and surfacing, and guardrail upgrades on M-26 north of the 10th Street turn to Calumet Street, Houghton County. This project includes two 3 year pavement performance warranties.

A 2009 highway preventive maintenance project.

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

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 629,266.50	Same	1 **
Payne & Dolan, Inc.	\$ 714,582.35	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 supported in combination of The Capital Preventive Maintenance Program and the Transportation Enhancement 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 Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: These treatments will delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. Its goal is to allow cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

103291A		
Federal Highway Administration Funds	100	%
88830A		
Federal Highway Administration Funds	100	%
(ARRA Transportation Enhancement Funds)		

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

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions. Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Lower vehicle maintenance 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 and enhancements.

Selection: Low bid.

Zip Code: 49945.

71. LETTING OF APRIL 03, 2009
 PROPOSAL 0904069
 PROJECT AR1 01052-79387
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 17, 2009

ENG. EST. LOW BID
 \$ 3,657,527.59 \$ 3,179,797.09

% OVER/UNDER EST.
 -13.06 %

4.94 mi of hot mix asphalt cold milling and resurfacing, pavement joint and crack repairs, asphalt stabilized crack relief layer, bridge railing and guardrail upgrades, drainage, and culvert improvements on US-23 from south of Everett Road northerly to south of Black River Road and over the Black River, Alcona County.

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

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 3,179,797.09	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 3,336,310.98	Same	2
Pyramid Paving & Contracting Co.	\$ 4,274,387.32	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: 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:

79387A

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: 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: 48721.

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 48617.

73. LETTING OF APRIL 03, 2009
 PROPOSAL 0904071 \$ 574,341.07 \$ 483,477.30
 PROJECT AR1 52042-105869
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 04, 2009
 COMPLETION DATE - 26 working days -15.82 %

2.52 mi of concrete joint repair on US-41/M-28 from Cherry Creek Road northwesterly to south of Bayou Street and from the Carp River northerly to Jackson Street in the city of Marquette, Marquette County.

A 2009 highway preventive maintenance project.

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

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 483,477.30	Same	1 **
Kelcris Corporation	\$ 546,232.51	Same	2
Associated Constructors, LLC	\$ 582,825.08	Same	3
Florence Cement Company	\$ 623,957.60	Same	4
Doan Construction Company			
Arrow Constructions			
Causie Contracting, 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:

105869A

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 injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49855.

74.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904072	\$ 1,355,530.00	\$ 1,294,068.00
	PROJECT STG 84917-105752		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2009		-4.53 %

Application of permanent pavement markings including special markings on various trunkline routes in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 1,294,068.00	Same	1 **
R. S. Contracting, Inc.	\$ 1,423,410.00	Same	2
Oglesby Construction, 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 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:

105752A

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.

77. LETTING OF APRIL 03, 2009
 PROPOSAL 0904246
 PROJECT CM 41025-100615
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 14, 2009

ENG. EST. LOW BID
 \$ 1,025,394.96 \$ 899,336.86
 % OVER/UNDER EST.
 -12.29 %

0.57 mi of ramp construction on eastbound I-96 to M-21 westbound, Kent County. This project includes two 5 year materials and workmanship pavement warranties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 899,336.86	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 904,515.53	\$ 904,290.53	2
Nagel Construction, Inc.	\$ 919,838.68	Same	3
Peters Construction Co.	\$ 926,286.42	\$ 925,086.42	4
Milbocker and Sons, Inc.	\$ 974,527.23	Same	5
Schippers Excavating, Inc.	\$ 996,197.38	Same	6
C & D Hughes, Inc.	\$ 1,007,579.39	Same	7
Nashville Construction Company	\$ 1,022,035.79	Same	8
Brenner Excavating, Inc.	\$ 1,028,562.58	Same	9
Dykema Excavators, Inc.	\$ 1,133,138.30	Same	10
Rieth-Riley Construction Co., Inc.			
Robert Bailey Contractors, Inc.			
Triangle Excavators, Inc.			
Dean's Landscaping & Excavating			
Kalin Construction Co., Inc.			
Diversco Construction Company Inc			

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: 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:

100615A		
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.

Selection: Low bid.

Zip Code: 49506.

LOCAL PROJECTS

78. LETTING OF APRIL 03, 2009 ENG. EST. LOW BID
 PROPOSAL 0904002 \$ 5,596,508.19 \$ 4,820,090.79
 PROJECT HPSL 02003-88435, ETC
 LOCAL AGRMT. 09-5035 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2010 -13.87 %

7.84 mi of clearing, embankment, aggregate base, culverts, hot mix asphalt, pavement marking, and slope restoration on H-58 from the Pictured Rocks National Lakeshore south boundary to west of Hurricane River, Alger County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 4,820,090.79	Same	1 **
M & M Excavating Co., Inc.	\$ 5,262,440.69	Same	2
Oberstar Inc.	\$ 5,376,077.11	Same	3
Cordes Excavating, Inc.	\$ 5,415,084.33	Same	4
Bacco Construction Company	\$ 5,431,103.98	Same	5
A. Lindberg & Sons, Inc.	\$ 6,598,524.05	Same	6
Hebert Construction Company			
Rieth-Riley Construction Co., Inc.			
Hallack Contracting, Inc.			
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 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:

105445A

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

88435A

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: 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: Reconstruction.

Selection: Low bid.

Zip Code: 49839.

79. LETTING OF APRIL 03, 2009
 PROPOSAL 0904003
 PROJECT EDAF 09522-103155
 LOCAL AGRMT. 09-5071
 START DATE - APRIL 20, 2009
 COMPLETION DATE - AUGUST 10, 2009

ENG. EST. LOW BID
 \$ 1,891,251.50 \$ 1,271,475.80

% OVER/UNDER EST.
 -32.77 %

0.51 mi of hot mix asphalt reconstruction, earthwork, concrete curb and gutter, storm sewer, watermain, and sanitary on Harrison Street from 32nd Street to 36th Street in the city of Bay City, Bay County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Lee Wood Contracting, Inc.	\$ 1,271,475.80	Same	1 **
C & G Myers Construction, LLC	\$ 1,298,875.16	Same	2
CRS/Shaw Contracting Co.	\$ 1,356,985.27	Same	3
Zito Construction Co.	\$ 1,448,821.36	Same	4
Geiersbach Construction, Inc.	\$ 1,456,071.31	Same	5
Dan's Excavating, Inc.	\$ 1,466,825.19	Same	6
Sole Construction, Inc.	\$ 1,468,466.25	Same	7
Rohde Brothers Excavating, Inc.	\$ 1,484,168.00	Same	8
A. J. Rehmus & Son, Inc.	\$ 1,495,631.80	Same	9
Tri-Valley Landscaping, Inc./Amer.	\$ 1,519,932.20	Same	10
Wooten Contracting Co.	\$ 1,537,018.50	Same	11
Service Construction L.L.C.	\$ 1,604,086.21	Same	12
Champagne and Marx Excavating, Inc.	\$ 1,641,817.33	Same	13
L.J. Construction, Inc.	\$ 2,310,467.00	Same	14
D.J. McQuestion & Sons, Inc.			
Fisher Contracting Company			
L. A. Construction, Corp.			

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:

103155A

City of Bay City	41.32 %
Federal Highway Administration Funds	46.21 %
State Restricted Trunkline Funds	12.47 %

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: 48708.

80.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904004	\$ 1,830,142.00	\$ 1,481,674.47
	PROJECT MCS 76011-105357		
	LOCAL AGRMT. 09-5048		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 14, 2010		-19.04 %

Removal of existing structure, construction of a two-span, prestressed, concrete beam bridge, and related approach work on Juddville Road over Shiawassee River, Shiawassee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S-L and H Contractors Incorporated	\$ 1,481,674.47	Same	1 **
Milbocker and Sons, Inc.	\$ 1,535,000.00	Same	2
J. Slagter & Son Construction Co.	\$ 1,610,959.32	Same	3
Walter Toebe Construction Co.	\$ 1,657,233.39	Same	4
Hardman Construction, Inc.	\$ 1,670,484.14	Same	5
J.E. Kloote Contracting, Inc.	\$ 1,696,279.87	Same	6
Anlaan Corporation	\$ 1,717,040.42	Same	7
Posen Construction, Inc.	\$ 1,994,929.35	Same	8
Dan's Excavating, Inc.	\$ 2,025,863.44	Same	9
E.T. MacKenzie Company			
C. A. Hull Co., Inc.			
Davis Construction, Inc.			
Midwest Bridge Company			
E. C. Korneffel Co.			
Fisher Contracting Company			

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 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:

105357A

Shiawassee County	5.06 %
State Restricted Trunkline Funds	94.94 %

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: 48867.

81.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904005	\$ 1,359,732.60	\$ 1,333,014.70
	PROJECT STU 50458-103736, ETC		
	LOCAL AGRMT. 09-5068		% OVER/UNDER EST.
	START DATE - JULY 05, 2009		
	COMPLETION DATE - NOVEMBER 14, 2009		-1.96 %

1.13 mi of hot mix asphalt and concrete cold milling, hot mix asphalt resurfacing, earth work, and concrete base repair on Chicago Road from Van Dyke Avenue (M-53) to 13 Mile Road and on 13 Mile Road from Chicago Road to Hoover Road in the city of Warren, Macomb County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 1,333,014.70	Same	1 **
Florence Cement Company	\$ 1,386,124.55	Same	2
Barrett Paving Materials, Inc.	\$ 1,428,924.35	Same	3
Cadillac Asphalt, LLC.	\$ 1,474,823.60	Same	4
John Carlo, Inc.	\$ 1,611,858.99	Same	5
Peter A. Basile Sons, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for the 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:

103736A		
	Federal Highway Administration Funds	81.74 %
	City of Warren	18.26 %
103738A		
	Federal Highway Administration Funds	81.74 %
	City of Warren	18.26 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48093.

82. LETTING OF APRIL 03, 2009
 PROPOSAL 0904006
 PROJECT EDDF 78555-87191
 LOCAL AGRMT. 09-5050
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2009

ENG. EST. LOW BID
 \$ 1,334,388.55 \$ 1,041,782.00

% OVER/UNDER EST.
 -21.93 %

4.42 mi of hot mix asphalt base crushing, shaping, and paving, aggregate shoulders, guardrail, and pavement marking on Shimmel Road from Featherstone Road to M-86, St. Joseph County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,041,782.00	Same	1 **
Michigan Paving and Materials Co.	\$ 1,096,441.89	Same	2

2 Bidders

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

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

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

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

Funding Source:

87191A

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: 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: 49032.

83. LETTING OF APRIL 03, 2009
 PROPOSAL 0904007
 PROJECT HRRR 30609-102088, ETC
 LOCAL AGRMT. 09-5027
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 15, 2009

ENG. EST. \$ 1,173,940.00
 LOW BID \$ 907,197.37
 % OVER/UNDER EST. -22.72 %

1.56 mi of grading, ditching, trenching, hot mix asphalt paving, and curb and gutter on Mechanic Road from Bunn Road easterly to Lake Wilson Road and from Industrial Drive to Lake Wilson Road, Hillsdale County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Co.	\$ 907,197.37	Same	1 **
Hoffman Bros., Inc.	\$ 943,283.67	Same	2
Concord Excavating & Grading, Inc.	\$ 968,042.27	Same	3
Gerken Paving, Inc.	\$ 981,805.72	Same	4
Nashville Construction Company	\$ 983,566.77	Same	5
C & D Hughes, Inc.	\$ 988,129.62	Same	6
Davis Construction, Inc.	\$ 1,044,058.25	Same	7
Dunigan Brothers, Inc.	\$ 1,054,771.10	Same	8
Rieth-Riley Construction Co., Inc.	\$ 1,077,055.50	Same	9
Mead Bros. Excavating Inc.	\$ 1,101,999.05	Same	10
Cadwell Brothers Construction Comp	\$ 1,129,515.67	Same	11
Milbocker and Sons, Inc.			
Peters Construction Co.			
Slusarski Excavating & Paving, Inc.			
Robert Bailey Contractors, 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 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:

102088A		
Hillsdale County		10.00 %
Federal Highway Administration Funds		90.00 %
102787A		
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: 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: 49242.

84.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904008	\$ 1,137,857.00	\$ 1,003,270.90
	PROJECT MCS 06010-89185		
	LOCAL AGRMT. 09-5045		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 18, 2009		-11.83 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Pine River Road at Pine River, Arenac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 1,003,270.90	Same	1 **
Milbocker and Sons, Inc.	\$ 1,059,999.82	Same	2
J.E. Kloote Contracting, Inc.	\$ 1,082,467.57	Same	3
Anlaan Corporation	\$ 1,088,188.50	Same	4
S-L and H Contractors Incorporated	\$ 1,300,928.70	\$ 1,282,873.70	5
Hardman Construction, Inc.	\$ 1,474,438.00	Same	6
C. A. Hull Co., Inc.			
Fisher Contracting Company			
John Henry Excavating, Inc.			
L.W. Lamb, Inc.			
Walter Toebe Construction Co.			
Midwest Bridge Company			

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:

89185A

Arenac County

5.09 %

State Restricted Trunkline Funds

94.91 %

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: 48658.

85. LETTING OF APRIL 03, 2009
 PROPOSAL 0904009 \$ ENG. EST. \$ LOW BID
 PROJECT STH 34609-105009 \$ 751,217.92 \$ 795,207.10
 LOCAL AGRMT. 09-5074 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 19, 2009 5.86 %

2.53 mi of hot mix asphalt including clearing, grading, storm sewer, subbase, aggregate base, concrete curb and gutter, crushing and shaping, and pavement markings on Jefferson Road from south of Welch Road northerly to Nickle Plate Road, Ionia County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 795,207.10	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 824,053.34	Same	2
San Marino Excavating, Inc.	\$ 826,674.23	Same	3
CL Trucking & Excavating, LLC.	\$ 836,313.15	Same	4
Brenner Excavating, Inc.	\$ 851,446.52	Same	5
Mead Bros. Excavating Inc.	\$ 863,782.64	Same	6
Dean's Landscaping & Excavating	\$ 890,644.00	Same	7
Cadwell Brothers Construction Comp	\$ 893,504.74	Same	8
Milbocker and Sons, Inc.	\$ 895,654.71	Same	9
Nashville Construction Company	\$ 905,984.49	Same	10
Michigan Paving and Materials Co.	\$ 912,906.15	Same	11
Kentwood Excavating, Inc.	\$ 916,080.40	Same	12
C & D Hughes, Inc.	\$ 940,109.40	Same	13
Langlois & Sons Excavating, Inc.	\$ 961,711.00	Same	14
Schippers Excavating, Inc.	\$ 995,743.40	Same	15
Diversco Construction Company Inc	\$ 1,103,104.50	Same	16
BJ's and Sons Contracting Co, Inc.			
Rumsey & Sons Construction, Inc.			
Burkett Excavating			
Pro-Line Asphalt Paving Corp.			
Concord Excavating & Grading, Inc.			
Youngstrom Contracting, Inc.			
Nagel Construction, Inc.			
Wonsey Tree Service, Inc.			
Weick Bros., Inc.			
Fisher Contracting Company			

16 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:

105009A
 Ionia County 49.13 %
 Federal Highway Administration Funds 50.87 %

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: 48846.

86. LETTING OF APRIL 03, 2009
 PROPOSAL 0904010 \$ ENG. EST. \$ LOW BID
 PROJECT BRO 22004-86393, ETC \$ 691,837.20 \$ 652,597.88
 LOCAL AGRMT. 09-5034 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 11, 2009 -5.67 %

Removal and replacement of bridges along with related approach work including hot mix asphalt paving and guardrail placement on County Road 5 at the west branch of Sturgeon River and on Cazzola Road at Sturgeon River, Dickinson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 652,597.88	Same	1 **
Associated Constructors, LLC	\$ 673,942.00	Same	2
A. Lindberg & Sons, Inc.	\$ 743,210.30	Same	3
Snowden, Inc.	\$ 797,852.13	Same	4
Bacco Construction Company			
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. 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:

86393A

Dickinson County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

86394A

Dickinson County	5.18 %
Federal Highway Administration Funds	79.85 %
State Restricted Trunkline Funds	14.97 %

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: 49852.

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: 48748.

90. LETTING OF APRIL 03, 2009
 PROPOSAL 0904014 \$ ENG. EST. \$ LOW BID
 PROJECT BRO 18001-89198 \$ 512,366.30 \$ 394,396.86
 LOCAL AGRMT. 09-5030 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2009 -23.02 %

Bridge removal and replacement along with related approach work including asphalt paving and guardrail on Hoover Avenue at the middle branch of the Tobacco River, Clare County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J.E. Kloote Contracting, Inc.	\$ 394,396.86	Same	1 **
McDowell Construction , L.L.C.	\$ 417,507.64	Same	2
S-L and H Contractors Incorporated	\$ 423,335.78	Same	3
Anlaan Corporation	\$ 426,100.05	Same	4
Milbocker and Sons, Inc.	\$ 439,990.23	Same	5
Miller Development, Inc.	\$ 443,499.60	Same	6
John Henry Excavating, Inc.	\$ 448,829.50	Same	7
Davis Construction, Inc.	\$ 459,789.69	Same	8
E.T. MacKenzie Company	\$ 473,770.94	Same	9
Nashville Construction Company	\$ 491,703.89	Same	10
3-S Construction, Inc.	\$ 493,509.78	Same	11
Nicol & Sons, Inc.	\$ 555,610.00	Same	12
J. Slagter & Son Construction Co.			
M & M Excavating Co., Inc.			
Heystek Contracting Inc.			
Fisher Contracting Company			
Walter Toebe Construction Co.			

12 Bidders

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

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

Purpose/Business Case: This project is for the 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:

89198A

Clare County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48617.

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:

Source of Funds:

104594A

Federal Highway Administration Funds	50.20 %
City of Ypsilanti	49.80 %

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.

92. LETTING OF APRIL 03, 2009
 PROPOSAL 0904016 \$ ENG. EST. 501,310.50 \$ LOW BID 249,057.75
 PROJECT BRO 41010-89210
 LOCAL AGRMT. 09-5055 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 28, 2009 -50.32 %

Removal of existing structure, construction of a precast concrete box culvert, and related approach work on Hammond Avenue over Schooley Drain, Kent County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 249,057.75	Same	1 **
Brenner Excavating, Inc.	\$ 260,755.32	Same	2
D.J. McQuestion & Sons, Inc.	\$ 268,925.65	Same	3
Nagel Construction, Inc.	\$ 324,401.80	Same	4
Nashville Construction Company	\$ 346,013.24	Same	5
E.T. MacKenzie Company	\$ 349,237.00	Same	6
Diversco Construction Company Inc.	\$ 352,916.30	Same	7
Anlaan Corporation	\$ 355,562.00	Same	8
Schippers Excavating, Inc.	\$ 356,887.00	Same	9
J.E. Kloote Contracting, Inc.	\$ 357,859.00	Same	10
J. Slagter & Son Construction Co.	\$ 367,826.01	Same	11
Davis Construction, Inc.	\$ 383,014.99	Same	12
Rothenberger Company, Inc.	\$ 446,478.85	Same	13
Nicol & Sons, Inc.			
L.W. Lamb, Inc.			
Milbocker and Sons, Inc.			
Walter Toebe Construction Co.			
Youngstrom Contracting, 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 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:

89210A

Kent County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49316.

93.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904017	\$ 476,617.00	\$ 413,790.10
	PROJECT STU 41401-104886		
	LOCAL AGRMT. 09-5059		% OVER/UNDER EST.
	START DATE - JUNE 15, 2009		
	COMPLETION DATE - AUGUST 14, 2009		-13.18 %

0.22 mi of hot mix asphalt reconstruction including aggregate base, storm sewer, concrete curb and gutter, watermain, and pavement markings on South Main Street from South Street northerly to Muskegon Street in the city of Cedar Springs, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nagel Construction, Inc.	\$ 413,790.10	Same	1 **
Dean's Landscaping & Excavating	\$ 419,871.60	Same	2
Milbocker and Sons, Inc.	\$ 437,127.60	Same	3
Schippers Excavating, Inc.	\$ 447,357.00	Same	4
Burkett Excavating	\$ 449,583.00	Same	5
Kentwood Excavating, Inc.	\$ 452,790.50	Same	6
Jack Dykstra Excavating Inc	\$ 453,951.70	Same	7
Dykema Excavators, Inc.	\$ 466,614.70	Same	8
Kammaing & Roodvoets, Inc.	\$ 470,663.22	Same	9
Nashville Construction Company	\$ 485,509.73	Same	10
C & D Hughes, Inc.	\$ 492,734.10	Same	11
Weick Bros., Inc.	\$ 497,393.60	Same	12
Diversco Construction Company Inc.	\$ 509,065.00	Same	13
Crawford Contracting, Inc.	\$ 546,347.35	Same	14
Wyoming Excavators, Inc.	\$ 574,293.00	Same	15
Hallack Contracting, Inc.			
Robert Bailey Contractors, Inc.			
Brenner Excavating, Inc.			
Thompson Brothers, Inc.			
CL Trucking & Excavating, LLC.			
Connan Inc.			

15 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:

104886A

City of Cedar Springs	40.58 %
Federal Highway Administration Funds	59.42 %

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: 49319.

94. LETTING OF APRIL 03, 2009
 PROPOSAL 0904018 \$ ENG. EST. 424,864.50 \$ LOW BID 261,176.90
 PROJECT EDDF 44555-89983
 LOCAL AGRMT. 09-5049 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 26, 2009 -38.53 %

0.34 mi of hot mix asphalt road reconstruction, pavement removal, machine grading, aggregate base and shoulders, and slope restoration on Dryden Road (Main Street) from Railroad Street easterly to the east village limits of Dryden, Lapeer County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pro-Line Asphalt Paving Corp.	\$ 261,176.90	Same	1 **
Florence Cement Company	\$ 273,412.75	Same	2
Ace Asphalt & Paving Co. Inc.	\$ 285,047.72	Same	3
Dan's Excavating, Inc.	\$ 285,081.71	Same	4
Cadillac Asphalt, LLC.	\$ 288,045.90	Same	5
Teltow Contracting, Inc.	\$ 290,387.50	Same	6
Boddy Construction Company, Inc.	\$ 294,164.88	Same	7
Barrett Paving Materials, Inc.	\$ 315,980.69	Same	8
Novak Construction	\$ 318,890.00	Same	9
Ajax Paving Industries, Inc.	\$ 321,038.65	Same	10
Wm. R. Curtis, Inc.	\$ 326,702.55	Same	11
Zito Construction Co.	\$ 329,959.00	Same	12
S.A. Torello Demolition, Inc.	\$ 334,185.50	Same	13
John Carlo, Inc.	\$ 340,829.75	Same	14
L.J. Construction, Inc.	\$ 341,658.00	Same	15
Jack Fick Excavating, Inc.	\$ 342,376.60	Same	16
Service Construction L.L.C.	\$ 359,547.75	Same	17
C & D Hughes, Inc.	\$ 361,711.50	Same	18
San Marino Excavating, Inc.	\$ 364,172.50	Same	19
McDowell Construction , L.L.C.	\$ 380,687.00	Same	20
Raymond Excavating Company	\$ 397,647.60	Same	21
BJ's and Sons Contracting Co, Inc.			
Saginaw Asphalt Paving Company			
DiPonio Contracting, Inc.			
ABC Paving Company			
American Excavating of Michigan			
Astec Asphalt, Inc.			
Fisher Contracting Company			
Marlette Excavating Company			
Champagne and Marx Excavating, Inc.			
D.L.F. Trucking, Inc.			
Site Development, Inc.			
CRS/Shaw Contracting Co.			
Rohde Brothers Excavating, Inc.			

21 Bidders

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

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

Purpose/Business Case: This project is for 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:

89983A

Village of Dryden	24.56 %
Federal Highway Administration Funds	51.86 %
State Restricted Trunkline Funds	23.58 %

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 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: 48428.

95. LETTING OF APRIL 03, 2009
 PROPOSAL 0904019 \$ ENG. EST. 437,779.27 \$ LOW BID 403,188.70
 PROJECT STL 77475-104427
 LOCAL AGRMT. 09-5032 % OVER/UNDER EST.
 START DATE - MAY 05, 2009
 COMPLETION DATE - AUGUST 14, 2009 -7.90 %

0.28 mi of hot mix asphalt road reconstruction, aggregate base, concrete curb and gutter, sidewalks, storm sewer, and slope restoration on Park Avenue from the west city limits easterly to School Drive in the city of Yale, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co. Inc.	\$ 403,188.70	Same	1 **
Boddy Construction Company, Inc.	\$ 413,571.51	Same	2
Pro-Line Asphalt Paving Corp.	\$ 420,873.12	Same	3
Teltow Contracting, Inc.	\$ 431,692.35	Same	4
Dan's Excavating, Inc.	\$ 439,892.82	Same	5
Wm. R. Curtis, Inc.	\$ 451,061.24	Same	6
Service Construction L.L.C.	\$ 453,100.55	Same	7
Pamar Enterprises, Inc.	\$ 454,816.03	Same	8
Novak Construction	\$ 461,736.15	Same	9
L.J. Construction, Inc.	\$ 462,150.45	Same	10
Florence Cement Company	\$ 465,850.41	Same	11
Zito Construction Co.	\$ 473,358.60	Same	12
Raymond Excavating Company	\$ 473,713.10	Same	13
San Marino Excavating, Inc.	\$ 494,872.21	Same	14
Eastlund Concrete Construction	\$ 511,034.14	Same	15
D.L.F. Trucking, Inc.	\$ 518,524.29	Same	16
Astec Asphalt, Inc.	\$ 524,064.10	Same	17
BJ's and Sons Contracting Co, Inc.			
ABC Paving Company			
Ajax Paving Industries, Inc.			
Rohde Brothers Excavating, Inc.			
Goretski's Construction Company			
Fisher Contracting Company			
Marlette Excavating Company			

17 Bidders

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

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

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

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

Funding Source:

104427A

Federal Highway Administration Funds	80.00 %
City of Yale	20.00 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48097.

96. LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
PROPOSAL 0904020	\$ 405,044.87	\$ 327,659.30
PROJECT STH 49609-105027		
LOCAL AGRMT. 09-5067		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JUNE 11, 2009		-19.11 %

1.50 mi of hot mix asphalt crushing and shaping, super-elevation modification, hot mix asphalt surfacing, culvert replacement, and pavement marking upgrades on Hiawatha Trail (H-40) from the Black River Bridge west bridge abutment westerly to east of Naubinway Road, Mackinac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 327,659.30	Same	1 **
Payne & Dolan, Inc.	\$ 352,681.30	Same	2
Bacco Construction Company	\$ 356,581.80	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 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:

105027A

Mackinac 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: 49762.

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:

105626A
 Federal Highway Administration Funds 80.00 %
 City of Muskegon 20.00 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49442.

98. LETTING OF APRIL 03, 2009
 PROPOSAL 0904022 \$ 321,394.05 \$ 274,475.47
 PROJECT EDDF 72555-89822
 LOCAL AGRMT. 08-5505 % OVER/UNDER EST.
 START DATE - JUNE 01, 2009
 COMPLETION DATE - AUGUST 01, 2009 -14.60 %

2.91 mi of hot mix asphalt resurfacing, aggregate shoulders, pavement marking, and slope restoration on County Road 200 from Birch Road northerly and westerly to County Road 202, Roscommon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 274,475.47	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 302,327.02	Same	2
Pyramid Paving & Contracting Co.	\$ 334,732.35	Same	3
Pro-Line Asphalt Paving Corp.			

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:

89822A
 Roscommon County 20.00 %
 Federal Highway Administration Funds 72.00 %
 State Restricted Trunkline Funds 8.00 %

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: 48627.

99. LETTING OF APRIL 03, 2009
 PROPOSAL 0904023 \$ ENG. EST. 294,537.60 \$ LOW BID 295,553.17
 PROJECT STL 50458-105633
 LOCAL AGRMT. 09-5043 % OVER/UNDER EST.
 START DATE - JUNE 15, 2009
 COMPLETION DATE - JUNE 30, 2009 0.34 %

3.04 mi of microsurfacing and aggregate shoulders on North Avenue from north of 32 Mile Road to north of 33 Mile Road and on 32 Mile Road from west of Hicks Road to Omo Road, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pavement Maintenance Systems, LLC	\$ 295,553.17	Same	1 **
Terry Asphalt Materials, Inc.	\$ 319,474.68	Same	2

2 Bidders

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

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

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

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

Funding Source:

105633A

Macomb 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: 48005.

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:

104468A	
Kent County	10.00 %
Federal Highway Administration Funds	90.00 %

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: 49326.

101.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904025	\$ 248,198.40	\$ 203,441.50
	PROJECT STH 34609-105012		
	LOCAL AGRMT. 09-5046		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 26, 2009		-18.03 %

0.85 mi of guardrail removal and replacement, and bridge railing countywide at 7 locations, Ionia County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 203,441.50	Same	1 **
Snowden, Inc.	\$ 217,271.00	Same	2
Nashville Construction Company	\$ 219,917.91	Same	3
Dale Dukes & Sons, Inc.	\$ 230,840.00	Same	4
Rite Way Fence, Inc.	\$ 234,542.25	Same	5
Tri-Valley Landscaping, Inc.	\$ 250,094.00	Same	6
J & J Contracting, Inc.	\$ 289,424.34	Same	7
GFS Fence, Guardrail & Signage			
C. Slagter Construction, Inc.			

7 Bidders

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

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

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

105012A

Ionia 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: 48846.

102.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904026	\$ 216,814.82	\$ 180,726.62
	PROJECT EDDF 32555-51653		
	LOCAL AGRMT. 09-5041		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2009		-16.64 %

0.97 mi of hot mix asphalt resurfacing, base crushing and shaping, and aggregate shoulders on Caseville Road from Weale Road northerly to M-142, Huron County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 180,726.62	Same	1 **
Pyramid Paving & Contracting Co.	\$ 207,924.87	Same	2
Albrecht Sand & Gravel Co.	\$ 210,652.72	Same	3
Pro-Line Asphalt Paving Corp.			
Astec Asphalt, Inc.			

3 Bidders

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

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

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

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

Funding Source:

51653A

Huron County	20.00 %
Federal Highway Administration Funds	20.00 %
State Restricted Trunkline Funds	60.00 %

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: 48755.

103.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904027	\$ 209,252.00	\$ 184,269.70
	PROJECT STUL 13446-89569		
	LOCAL AGRMT. 09-5047		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 03, 2009		-11.94 %

0.72 mi of hot mix asphalt cold milling and resurfacing, aggregate shoulders, concrete sidewalk and ADA ramps on Homer Road from Division Drive (south city limits) northerly to Marshall Avenue in the city of Marshall, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 184,269.70	Same	1 **
Michigan Paving and Materials Co.	\$ 214,990.70	Same	2

2 Bidders

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

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

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

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

Funding Source:

89569A

Federal Highway Administration Funds	80.00 %
City of Marshall	20.00 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49068.

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:

89204A

City of Lansing	5.34 %
State Restricted Trunkline Funds	94.66 %

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: 48912.

107.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904035	\$ 476,364.00	\$ 504,535.55
	PROJECT STU 63459-104677		
	LOCAL AGRMT. 09-5079		% OVER/UNDER EST.
	START DATE - AUGUST 17, 2009		
	COMPLETION DATE - OCTOBER 30, 2009		5.91 %

0.49 mi of cold milling concrete and hot mix asphalt pavement, hot mix asphalt resurfacing, concrete curb, gutter, and ADA ramps, sewer work, and drainage structure work on South Washington Avenue from Woodward Avenue northerly to Lincoln Street in the city of Royal Oak, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 504,775.55	\$ 504,535.55	1 **
Barrett Paving Materials, Inc.	\$ 508,239.13	Same	2
Ajax Paving Industries, Inc.	\$ 510,876.93	Same	3
Florence Cement Company	\$ 514,635.75	\$ 514,395.75	4
Pro-Line Asphalt Paving Corp.	\$ 530,200.92	Same	5
Peter A. Basile Sons, Inc.			
ABC Paving Company			

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:

104677A

Federal Highway Administration Funds	80.73 %
City of Royal Oak	19.27 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48067.

108. LETTING OF APRIL 03, 2009
 PROPOSAL 0904037
 PROJECT STU 82457-104193, ETC
 LOCAL AGRMT. 08-5413
 START DATE - MAY 01, 2009
 COMPLETION DATE - SEPTEMBER 15, 2009

ENG. EST.
 \$ 1,105,773.80 \$
 LOW BID
982,506.49
 % OVER/UNDER EST.
 -11.15 %

1.18 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repair and curb capping, sidewalk ramp reconstruction, drainage structure adjustment, and pavement markings on northbound Harper Avenue from Manchester Boulevard to Vernier Road and on Harper Avenue from Vernier Road to 8 Mile Road in the city of Harper Woods, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 982,506.49	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,053,749.52	Same	2
Cadillac Asphalt, LLC.	\$ 1,084,024.69	Same	3
John Carlo, Inc.	\$ 1,186,716.74	Same	4
ABC Paving Company			
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:

104193A		
Federal Highway Administration Funds		81.70 %
City of Harper Woods		18.30 %
105124A		
Federal Highway Administration Funds		81.76 %
City of Harper Woods		18.24 %

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: 48225.

109. LETTING OF APRIL 03, 2009
 PROPOSAL 0904038
 PROJECT EDDF 81555-49823, ETC
 LOCAL AGRMT. 09-5081
 START DATE - JUNE 01, 2009
 COMPLETION DATE - OCTOBER 01, 2009

ENG. EST. LOW BID
 \$ 2,709,969.97 \$ 2,414,706.41

% OVER/UNDER EST.
 -10.90 %

2.14 mi of hot mix asphalt pavement reconstruction and widening, concrete curb and gutter, hot mix asphalt overlay, aggregate shoulders, drainage construction, sign installation, pavement marking, and restoration on Milan-Oakville Road from Sanford Road to Hitchingham Road and from the Milan city limits to Sanford Road, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & G Myers Construction, LLC	\$ 2,414,706.41	Same	1 **
Angelo Iafrate Construction Company	\$ 2,476,673.23	Same	2
C & D Hughes, Inc.	\$ 2,485,983.28	Same	3
Dan's Excavating, Inc.	\$ 2,515,011.14	Same	4
Stante Excavating Co., Inc.	\$ 2,536,905.10	Same	5
Zito Construction Co.	\$ 2,696,742.22	Same	6
Barrett Paving Materials, Inc.	\$ 2,732,555.96	Same	7
Douglas N. Higgins, Inc.	\$ 2,778,484.43	Same	8
Ajax Paving Industries, Inc.	\$ 2,876,830.25	Same	9
Milbocker and Sons, Inc.			
ABC Paving Company			
E.T. MacKenzie Company			
Pamar Enterprises, Inc.			
Fonson, Inc.			
D&R Earthmoving, LLC			
Cadillac Asphalt, LLC.			
Dunigan Brothers, Inc.			
Peter A. Basile Sons, 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. 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:

49823A

Washtenaw County	3.00 %
Federal Highway Administration Funds	42.00 %
State Restricted Trunkline Funds	55.00 %

82639A

Washtenaw County	25.00 %
State Restricted Trunkline Funds	75.00 %

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: 48160.

110. LETTING OF APRIL 03, 2009
 PROPOSAL 0904039
 PROJECT STE 03555-77613, ETC
 LOCAL AGRMT. 09-5084
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 28, 2009

ENG. EST. LOW BID
 \$ 1,532,218.50 \$ 1,313,199.95

% OVER/UNDER EST.
 -14.29 %

1.60 mi of hot mix asphalt resurfacing, storm sewer, watermain, decorative pedestrian lighting, and concrete sidewalk on West Superior Street from US-131 to Church Street in the city of Wayland, Allegan County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peters Construction Co.	\$ 1,313,199.95	Same	1 **
Nagel Construction, Inc.	\$ 1,334,008.21	Same	2
Kamminga & Roodvoets, Inc.	\$ 1,370,536.66	Same	3
Milbocker and Sons, Inc.	\$ 1,382,866.84	Same	4
Brenner Excavating, Inc.	\$ 1,393,675.33	Same	5
Kentwood Excavating, Inc.	\$ 1,396,922.55	Same	6
Schippers Excavating, Inc.	\$ 1,411,972.85	Same	7
Nashville Construction Company	\$ 1,475,483.11	Same	8
Diversco Construction Company Inc.	\$ 1,479,411.85	Same	9
Robert Bailey Contractors, Inc.	\$ 1,479,603.13	Same	10
C & D Hughes, Inc.	\$ 1,483,833.41	Same	11
Dykema Excavators, Inc.	\$ 1,502,636.00	Same	12
Balkema Excavating, Inc.	\$ 1,569,971.63	Same	13
Wyoming Excavators, Inc.	\$ 1,637,402.75	Same	14
Jack Dykstra Excavating Inc			
Northern Construction Services, Co.			

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 includes a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and the rehabilitation of a portion of highway under local jurisdiction and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

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

Funding Source:

103714A		
Federal Highway Administration Funds		66.00 %
(Transportation Enhancement Funds)		
City of Wayland		34.00 %
77613A		
Federal Highway Administration Funds		67.02 %
(Transportation Enhancement Funds)		
City of Wayland		32.98 %

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

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

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

New Project Identification: Transportation enhancement and road rehabilitation.

Selection: Low bid.

Zip Code: 49423.

111.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904041	\$ 638,208.50	\$ 628,297.19
	PROJECT STUL 81475-103569		
	LOCAL AGRMT. 09-5093		% OVER/UNDER EST.
	START DATE - JUNE 11, 2009		
	COMPLETION DATE - AUGUST 14, 2009		-1.55 %

0.24 mi of hot mix asphalt reconstruction including watermain, aggregate base, drainage improvements, concrete curb, gutter, and sidewalk, signing and pavement markings on County Street from Marvin Street easterly to Dexter Street in the city of Milan, Washtenaw and Monroe Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 628,297.19	Same	1 **
Slusarski Excavating & Paving, Inc.	\$ 628,907.54	Same	2
San Marino Excavating, Inc.	\$ 643,551.83	Same	3
ABC Paving Company	\$ 664,459.11	Same	4
Douglas N. Higgins, Inc.	\$ 674,161.09	Same	5
Sole Construction, Inc.	\$ 682,529.84	Same	6
Wilson's Backhoe, Inc.	\$ 686,432.30	Same	7
Ajax Paving Industries, Inc.	\$ 693,071.86	Same	8
Fonson, Inc.	\$ 716,198.17	Same	9
Stante Excavating Co., Inc.	\$ 725,125.42	Same	10
3-S Construction, Inc.	\$ 777,396.65	Same	11
C & D Hughes, Inc.	\$ 787,999.45	Same	12
Anderzack - Pitzen Construction	\$ 815,000.00	Same	13
Barrett Paving Materials, Inc.			
Cadillac Asphalt, LLC.			
Dunigan Brothers, Inc.			
Goretski's Construction Company			
Peter A. Basile Sons, Inc.			
Concord Excavating & Grading, 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 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:

103569A

Federal Highway Administration Funds	58.83 %
City of Milan	41.17 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48160.

Benefit: Demolishing the building will eliminate the possibility of expenses associated with costly repairs and the necessity of bringing the property into compliance with State and local codes. Liability from potential trespassers and health risk due to noncompliance will also be avoided.

Funding Source:

46268B10

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

Risk Assessment: Delaying the demolition and leaving the building vacant has the potential to increase MDOTs liability, put MDOT in violation of State and local ordinances, and create an attractive nuisance to the public.

Cost Reduction: Demolishing the improvements at this time will eliminate ongoing maintenance costs.

Selection: Low bid.

New Project Identification: Demolition.

Zip Code: 48879.

114.	LETTING OF APRIL 03, 2009	ENG. EST.	LOW BID
	PROPOSAL 0904056	\$ 169,800.00	\$ 93,600.00
	PROJECT BHT 38072-79005B01		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 31, 2010		-44.88 %

Demolition of department-owned real estate parcel, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bierlein Companies, Inc.	\$ 93,600.00	Same	1 **
Dunigan Brothers, Inc.	\$ 99,750.00	Same	2
Homrich Wrecking, Inc.	\$ 123,400.00	Same	3
Pitsch Wrecking Company	\$ 125,100.00	Same	4
Concord Excavating & Grading, Inc.	\$ 129,350.00	Same	5
E.T. MacKenzie Company	\$ 135,498.00	Same	6
Burkett Excavating	\$ 146,650.00	Same	7
Wonsey Tree Service, Inc.			
Rohde Brothers Excavating, Inc.			

7 Bidders

Criticality Statement: This demolition project will remove improvements from the properties acquired for bridge replacement and associated roadway approach reconstruction over Norfolk Southern for the city of Jackson in Jackson County. The M-50/US-127BR is an important artery that impacts the business, tourism and commerce segments of the local economy. The improvements must be demolished to permit the repair and ensure the safety of state trunklines.

Purpose/Business Case: The purpose of this demolition project is to remove improvements and clear sites on nine parcels acquired for work associated with bridge reconstruction and roadway approach in the city of Jackson.

Benefit: Demolishing the improvements and clearing the sites will eliminate the possibility of expenses associated with costly repairs and the necessity of bringing the properties into compliance with State and local codes. Conducting clearance activities at this time will avoid future delays related to demolition at the time of construction.

Funding Source:

79005B01

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

Commitment Level: The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

Risk Assessment: Delaying the demolition and leaving buildings vacant could subject MDOT to potential liability from violations of State and local ordinances, and would create an attractive nuisance to the public.

Cost Reduction: Demolishing the improvements at this time will eliminate ongoing maintenance costs.

Selection: Low bid.

New Project Identification: Demolition.

Zip Code: 48879.

EXTRAS

115. **Extra 2009 - 41**

Control Section/Job Number: 33403-90024 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Bailey Excavating, Inc.
P.O. Box 660
Jackson, MI 49204

Designed By: Fishbeck, Thompson, Carr & Huber
Engineer's Estimate: \$1,132,166.70

Description of Project:

0.75 mi of hot mix asphalt pavement removal, roadway grading, storm sewer, concrete curb and gutter, hot mix asphalt pavement, and slope restoration on East Northrup Street from Washington Avenue to Cedar Street in the city of Lansing, Ingham County.

Administrative Board Approval Date:	June 17, 2008	
Contract Date:	July 1, 2008	
Original Contract Amount:	\$971,554.14	
Total of Overruns/Changes (Approved to Date):	35,869.13	+ 3.69%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>60,172.51</u>	<u>+ 6.19%</u>
Revised Total	<u>\$1,067,595.78</u>	+ 9.89%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.69% over the original budget for an **Authorized to Date Amount** of \$1,007,423.27.

Approval of this extra will place the authorized status of the contract 9.89% or \$96,041.61 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 1, 9 r. 2

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

CM 3

Core and Boot	3.000 Ea @ \$389.00/Ea	\$1,167.00
Core Existing Structure, MH10		750.00
Force Account, Sanitary Sewer		36,566.51
Miscellaneous Labor Costs	7.000 Hr @ \$375.00/Hr	2,635.00
Sand Backfill, Additional Depth		615.00
Excavation, Earth	4,620.000 Cyd @ \$3.50/Cyd	16,170.00
Hand Patching	15.000 Ton @ \$126.00/Ton	<u>1,890.00</u>
Total		<u>\$59,783.51</u>

CM 9

Core and Boot	1.000 Ea @ \$389.000/Ea	<u>\$389.00</u>
Total		<u>\$389.00</u>

Grand Total

60,172.51

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

CM 3

Core and Boot – This item was required at CB3, CB4, and CB7. The price was negotiated with the contractor and is favorable when compared to MDOT Average Unit Prices. This item has been discussed with and approved by the Lansing TSC and the City of Lansing engineer.

It was necessary to core existing MH 20 to place a storm sewer lead. The existing structure is cast in place and additional effort was required to complete this work due to the thickness of the walls. The wall thickness was unknown and it was not possible to determine during design. The cost was negotiated per Section 103.04 of the 2003 MDOT Standard Specifications for Construction. This item has been discussed with and approved by the City of Lansing engineer and the Lansing TSC.

A portion of the sanitary sewer system at approximately Station 7+25 was replaced to improve the hydraulics and function of the existing system. Compensation for this work is based upon Force Account records kept in accordance with Section 109.07 of the 2003 MDOT Standard Specifications for Construction and are on file. The work was discussed with and approved by the City of Lansing engineer and the Lansing TSC.

The item Miscellaneous Labor Costs is to compensate the Contractor for overtime costs incurred to resolve various storm sewer utility conflicts and delays which occurred. The Contractor was required to maintain local access and overtime was required to allow opening the road to local traffic each night. The unit cost for this work consists only of premium labor costs associated with overtime hours. This item has been discussed with and approved by the Lansing TSC and the City of Lansing engineer.

A conflict between an existing watermain and the proposed storm sewer required the proposed storm sewer to be placed deeper than indicated on the plans. Sand Backfill, Additional Depth - is to compensate the contractor for the additional CI 2 sand backfill required to backfill the trench. The cost was negotiated per Section 103.04 of the 2003 MDOT Standard Specifications for Construction and appears to be reasonable when compared to the MDOT Average Unit Prices. This item has been discussed with and approved by the Lansing TSC and the City of Lansing engineer.

The estimated quantity of earth excavation listed in the Special Provision for Roadway Grading was insufficient. An additional 4,620 cyds of material were excavated and removed from the soil. Compensation for this additional work was negotiated per Section 103.04 of the 2003 MDOT Standard Specifications for Construction and appears to be reasonable when compared to the MDOT Average Unit Prices. This work was discussed with and approved by the City of Lansing engineer, and the Lansing TSC.

Extra work was performed while installing a catch basin and storm sewer lateral which had been added to the contract. The Hand Patching item was necessary to repair the road-cut required to do the work. This price was negotiated with the contractor and is favorable when compared to MDOT Average Unit Prices. It has been discussed with and approved by the City of Lansing engineer, and the Lansing TSC.

CM 9

An additional Core and Boot was required for CB8. This item was originally introduced on Contract Modification No. 3. The price was negotiated with the contractor and is favorable when compared to MDOT Average Unit Prices. This item has been discussed with and approved by the City of Lansing engineer and the Lansing TSC.

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

This Extra is recommended for approval by the State Administrative Board on April 21, 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: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source: FHWA, 81.33%; City of Lansing, 18.67%, 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: 48911.

116. **Extra 2009 - 42**

Control Section/Job Number: 63012-78951 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: C. A. Hull Co., Inc.
8177 Goldie Road
Walled Lake, MI 48390

Designed By: Wade Trim Associates, Inc.
Engineer's Estimate: \$1,554,279.70

Description of Project:

Bridge removal and replacement along with related approach work on Peters Street at Huron River in the village of Milford, Oakland County.

Administrative Board Approval Date:	September 4, 2007	
Contract Date:	October 15, 2007	
Original Contract Amount:	\$1,815,372.88	
Total of Overruns/Changes (Approved to Date):	56,347.50	+ 3.10%
Total of Extras/Adjustments (Approved to Date):	101,100.00	+ 5.57%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>79,283.00</u>	<u>+ 4.37%</u>
Revised Total	<u>\$2,052,103.38</u>	+ 13.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.67% over the original budget for an **Authorized to Date Amount** of \$1,972,820.38.

Approval of this extra will place the authorized status of the contract 13.04% or \$236,730.50 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r. 1

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

CM 5		
Grade Conflict North Side of Bridge	1.000 LS @ \$3,484.00/LS	\$3,484.00
Guard Rail	1.000 LS @ \$21,799.00/LS	21,799.00
Sanitary Sewer Connection South Side	1.000 LS @ \$31,000.00/LS	31,000.00
Water Connection South	1.000 LS @ \$23,000.00/LS	<u>23,000.00</u>
Total		<u>\$79,283.00</u>

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

CM 5

A grade conflict was found on the north side of the bridge between the new storm sewer and the existing sanitary sewer, therefore, the grade elevations to the new storm sewer were changed to allow the existing sanitary sewer to remain in place. The grade changes on the new storm sewer caused two manholes to be modified. Costs were negotiated with the contractor and found to be reasonable based upon the evaluation of what the expected actual cost would be and the actual time to complete the item. Documentation supporting this extra item is in the contract files.

The guardrail for the northwest and southwest quadrants of the bridge approach was added for the safety of the driving public. The northwest quadrant will be fitted with Detail T3 37.5 feet Bridge Anchorage unit, 18.5 feet of Type B rail and 12.5 feet of Curved Type B rail. The southwest quadrant will be fitted with Detail T3 37.5 feet Bridge Anchorage unit, 50 feet Type 28 Approach Terminal unit and 12.5 feet of Type B rail. The prices were found to be reasonable based upon comparison to unit prices on other jobs in the area.

Per the approved plans, the new watermain connection on the south side of the Bridge was to be constructed on the existing main 10 feet west of the existing sanitary sewer. The actual location of this watermain was approximately 22 feet east of the location shown on the plans. Due to inaccuracies in the plans, a number of field changes and adjustments were employed to complete the system, including a new manhole over the 18" sewer and adjustments to the sewer elevations.

The new main had to be extended and placed under a shallow sanitary sewer. A field decision was made to locate the proposed 8" gate valve and well on the east side of the existing sanitary sewer. While exposing the 4" main, a 6" ductile iron watermain (not shown on the plans) was located approximately 2' east, running parallel and slightly below the 18" sanitary sewer. This line also appeared to extend south, passing near or under the sanitary manhole and extending further south to a gate valve located in a driveway. This gate valve is also not shown on plans.

Upon discovering the second watermain, it had to be determined which line was in service. It was determined that the 6" was live and the 4" had been abandoned. Plans called for 4" connections which all had to be changed to 6" with an 8" Gate Valve and Well. The line was also moved 10' farther south because the 6" line was too close to the 18" sanitary to allow a proper connection. Also, on the south side of the bridge the sanitary sewer connection was modified to fit over the existing 18" sewer. A new manhole was placed over the existing 18" sewer and a 5' section of 18" RCP was placed to the same proposed manhole that the new 8" and 10" HDPE directional bore are outlet to, in order to complete the system.

On the north side of the bridge, the storm sewer elevations were adjusted to avoid grade conflicts with the proposed and existing grade of the sanitary sewers. Changes caused several manhole structures to be modified. The costs for each extra item, Sanitary Sewer Connection South Side and Water Connection South, were negotiated with the contractor and found to be reasonable based upon comparison of what the expected actual costs would be and the actual time to complete the work. Documents supporting these extra items are in the contract files.

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

This Extra is now recommended for approval by the State Administrative Board on April 21, 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: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source: FHWA, 76.39%; State Restricted Trunkline, 14.32%; Village of Milford, 9.29%, 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: 48381.

117. **Extra 2009 - 43**

Control Section/Job Number: 63459-89071 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Peter A. Basile Sons, Inc.
13000 Newburgh Road
Livonia, MI 48150

Designed By: Nowak & Fraus
Hubbell, Roth & Clark
Anderson, Eckstein & Westrick, Inc.
Schleede-Hampton Assoc. Inc.
Carter Burgess
Tetra Tech of Michigan, P.C.

Engineer's Estimate: \$2,610,903.35

Description of Project:

0.55 mi of three lane hot mix asphalt roadway and adjacent parking reconstruction with concrete curb and gutter, center turn lane/median boulevard, sidewalk, streetscape, pavement markings, and traffic signal improvements on North Old Woodward Avenue from Hamilton Avenue to Oak Street in the city of Birmingham, Oakland County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	March, 28, 2007	
Original Contract Amount:	\$2,329,328.71	
Total of Overruns/Changes (Approved to Date):	33,699.02	+ 1.45%
Total of Extras/Adjustments (Approved to Date):	133,155.89	+ 5.72%
Total of Negative Adjustments (Approved to Date):	(12,400.00)	- 0.53%
THIS REQUEST	<u>27,963.57</u>	<u>+ 1.20%</u>
Revised Total	<u>\$2,511,747.19</u>	+ 7.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.63% over the original budget for an **Authorized to Date Amount** of \$2,483,783.62.

Approval of this extra will place the authorized status of the contract 7.83% or \$182,418.48 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r. 2, 6

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

CM 5 (89071A)

Abandoned Utility Conflict with Strain Pole Fdn at Harmon Street		\$752.59
Abandoned Utility Conflict with Strain Pole Fdn at Oak Street		1,583.04
Abandoned Utility Conflict with Underground Electric Conduit		371.56
Bracket Arm Installation at Oak Street		1,837.50
Cable, 600V, 1, 1/C#12	360.000 Ft @ \$1.9845/Ft	714.42
GFI Receptacle Changes		7,326.80
Prkg Meter Pay Station Conduit, Relocate		694.29
Relocate Underground Electrical Service for Oakland Avenue Street Lighting		388.20
St Ltg Std. Rem at Oak St		593.19
Utility Conflicts with Strain Pole Fdn at Willits Street		2,694.83
Cable, Sec, Rem at Oak Street	150.000 Ft @ \$2.625/Ft	393.75
Hh, Square	3.000 Ea @ \$493.50/Ea	<u>1,480.50</u>
Total		<u>\$18,830.67</u>

CM 6 (89071A)

DTE Meter Location Changes		\$4,945.50
TS Pole, Painting	4.000 Ea @ \$1,046.85/Ea	4,187.40
Total		<u>\$9,132.90</u>

Grand Total

\$27,963.57

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

CM 5

While excavating for the installation of the new strain pole foundation at Harmon Street and North Old Woodward, two unmarked, abandoned gas mains and an unmarked abandoned duct bank were encountered. The city of Birmingham directed the contractor to remove a portion of the abandoned duct bank and shift the location of the foundation to avoid the gas mains. This work could not be anticipated prior to construction and the city requested that this work be completed on a time and material basis. Upon review of information submitted by the contractor, the city determined that the cost of this work is comparable to the costs associated with similar work on other projects within the city. A copy of the contractor's breakdown of the cost can be found in the project files.

While excavating for the installation of the new strain pole foundation at the northwest corner of Oak Street and North Old Woodward, an unmarked, abandoned gas main and an unmarked abandoned watermain were encountered. The city of Birmingham directed the contractor to remove a four foot section of the gas and watermain, as well as the debris in order to install the foundation. This work could not be anticipated prior to construction and the city requested that this work be completed on a time and material basis. Upon review of information submitted by the contractor, the city determined that the cost of this work is comparable to the costs associated with similar work on other projects within the city. A copy of the contractor's breakdown of the cost can be found in the project files.

While excavating for the installation of the new underground electrical conduit at Oak Street and North Old Woodward, an unmarked, abandoned watermain was encountered. The city of Birmingham directed the contractor to remove a section of the watermain. This work could not be anticipated prior to construction and the city requested that this work be completed on a time and material basis. Upon review of information submitted by the contractor, the city determined that the cost of this work is comparable to the costs associated with similar work on other projects within the city. A copy of the contractor's breakdown of the cost can be found in the project files.

As part of this construction, the two existing strain poles at Oak Street and North Old Woodward were to be removed and replaced. However, the construction plans did not indicate the removal and replacement of the street lights on these poles. The city of Birmingham directed the contractor to install six foot bracket arms atop each of the new strain poles and provide electrical service to, and up, each pole for the installation of the street lights that were to be installed by DTE Energy. The city requested and negotiated a lump sum price for Bracket Arm Installation at Oak Street and determined that the cost is comparable to the costs associated with similar work on other projects within the City. The contractor's breakdown of these costs can be found in the project file.

During Construction, it was determined that a section of cable used for the parking meter system had to be changed to 1/C#12. The contractor submitted a unit price for this work which was compared to established average unit prices. Due to the small quantity involved, the engineer determined that the cost to complete this work was acceptable.

The GFI receptacles originally identified in the construction plans did not meet the local electrical code. For this reason, the materials used for each receptacle located on the project had to be upgraded to meet code.

Due to unanticipated conflicts with the adjacent building entrances, it was determined that the parking meter pay station had to be relocated. Prior to making that determination the underground conduit was installed to the plan location, therefore requiring the conduit to be moved to accommodate the new location. The city requested that this work be completed on a time and materials basis. Upon reviewing information submitted by the contractor, the city determined that the cost of this work is comparable to the costs associated with similar work on other projects within the city. A copy of the contractor's breakdown of the cost can be found in the project file.

During construction, the contractor located the existing, unmarked electrical service for street lighting on Oakland Avenue at the northeast corner of Oakland and North Old Woodward. In order to install the improvements at this intersection, the existing electrical service had to be relocated out of the influence of the new construction. The city requested that this work be completed on a time and materials basis. Upon reviewing information submitted by the contractor, the city determined that the cost of this work is comparable to the costs associated with similar work on other projects within the city. A copy of the contractor's breakdown of the cost can be found in the project file.

As part of the construction, the two existing strain poles at Oak Street and North Old Woodward were to be removed and replaced. However, the construction plans did not indicate the removal and replacement of the street lights on these poles. The city of Birmingham directed the contractor to remove the existing lights and bracket arms atop each of the existing strain poles. The city requested that this work be completed on a time and materials basis. Upon reviewing information submitted by the contractor, the city determined that the cost of this work is comparable to the costs associated with similar work on other projects within the city. A copy of the contractor's breakdown of the cost can be found in the project file.

While excavating for the installation of the new traffic signal pole foundation, determined by the Road Commission of Oakland County (RCOC), at Willits Street and North Old Woodward, a gas main and telephone conduit were encountered. Under the direction of the RCOC, an alternative location was determined. Due to the overhang from the adjacent building, the installation of the foundation had to be hand dug, rather than being augered. This work could not be anticipated prior to construction and the city requested that this work be completed on a time and materials basis. Upon reviewing information submitted by the contractor, the city determined that the cost of this work is comparable to the costs associated with similar work on other projects within the city. A copy of the contractor's breakdown of the cost can be found in the project file.

As part of the construction, the existing strain poles at Oak Street were removed. In order to complete the removal of these poles, existing secondary cables, not in service, had to be removed. This work was not indicated on the construction plans. The contractor submitted a unit price for this work which was compared to established Average Unit Prices. Due to the small quantity involved, the engineer determined that the cost to complete this work was acceptable.

The handholes for the parking meter system originally specified in the construction drawings were too large to fit into the islands where they were to be installed. Therefore, smaller handholes had to be used. The contractor submitted a unit price for the work which was compared to established Average Unit Prices. Due to the small quantity involved, the engineer determined that the cost to complete this work was acceptable.

CM 6

The proposed electrical meters were originally to be installed in cabinets mounted on the utility poles at Euclid and the City of Birmingham Parking Lot #6. During construction, DTE Energy informed the City that the cabinets could not be located on the poles. This was not known at the time the plans were developed. As a result, a new meter rack and pad for the meter rack had to be installed near the utility pole in Lot #6, which required the electrical conduit to be routed to the new location. At Euclid, the meter was installed in an existing cabinet near the pole. The existing cabinet had to be cored and the electrical conduit routed to the new location. The City requested and negotiated a lump sum price for the completion of the DTE Meter Location Changes work. Upon review, the City determined that the cost of this work is comparable to the costs associated with similar work on other projects with the City.

During construction, the Road Commission of Oakland County (RCOC) determined that the permanent traffic signal poles at Willits/Oakland and North Old Woodward that were to be installed as part of the original construction plans could not be installed due to numerous conflicts within the intersection. It was determined that the temporary traffic signal poles which were installed as a part of this project would remain in place and support the new mast arms and traffic signals. While the originally planned poles were to be painted, the temporary poles were not. Therefore, the poles that were actually installed required painting. The additional cost of this work is offset by the fact that the originally planned permanent poles were not installed. The City requested and negotiated a unit price for the painting of each pole. Upon review, the City determined that the cost of this work is comparable to the costs associated with similar work on other projects with the City.

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

This Extra is recommended for approval by the State Administrative Board on April 21, 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: This extra item is essential to the safe and timely completion of this contract.

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

Funding Source:

89071A: FHWA, 69.77%; State Highway Trunkline, 17.44%;

89084A: FHWA, 40.81%; City of Birmingham, 59.19%, 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: 48012.

118. **Extra 2009 - 44**

Control Section/Job Number: 63900-101017 MDOT

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

State Transportation Commission - Does not meet criteria.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd., Suite 100
Troy, MI 48084

Designed By: URS Surface Transportation
Engineer's Estimate: \$1,097,104.60

Description of Project:

0.75 mi of hot mix asphalt and concrete cold milling, hot mix asphalt paving and widening, drainage and sewer work located in the city of Wixom, Oakland County.

Administrative Board Approval Date:	September 11, 2007	
Contract Date:	September 19, 2007	
Original Contract Amount:	\$917,472.79	
Total of Overruns/Changes (Approved to Date):	(123,897.03)	- 13.50%
Total of Extras/Adjustments (Approved to Date):	56,337.10	+ 6.14%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>18,860.33</u>	<u>+ 2.04%</u>
Revised Total	<u>\$868,773.19</u>	- 5.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.36% under the original budget for an **Authorized to Date Amount** of \$849,912.86.

Approval of this extra will place the authorized status of the contract 5.31% or \$48,699.60 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-082	2	\$11,349.91	06/03/08

Contract Modification Number(s): 5

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

CM 5			
Grading, Restoration and Traffic Control	1.000 Ea @ \$18,860.33/Ea		<u>\$18,860.33</u>
Total			<u>\$18,860.33</u>

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

CM 5

Final restoration on the project was completed in 2007 as required in the contract. Restoration was not established in 2007, so acceptance was delayed until 2008 to see if repairs were needed. Inspection of the project in 2008 identified numerous areas along the project ditches and slopes with erosion that required repair and restoration. 2003 MDOT specifications identify these types of repairs as extra work. This extra work was discussed with the Oakland TSC Resident Engineer. The extra cost for Grading, Restoration and Traffic Control is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on April 21, 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: State Restricted Trunkline, 100%, unless otherwise noted.

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

Risk Assessment: These items 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: 48393.

119. **Extra 2009 - 45**

Control Section/Job Number: 82022-87293 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Road
Waterford, MI 48328

Designed By: Local Agency
Engineer's Estimate: \$5,327,632.50

Description of Project:

1.10 mi of streetscape improvements including street lighting, decorative trash receptacles and benches, colored stamped concrete sidewalk, trees, tree grates and planting areas, and road rehabilitation including cold milling, hot mixed asphalt paving, concrete curb and gutter, concrete sidewalk ramps, concrete pavement repair, adjusting drainage structures, and pavement markings on Warren Road from Schaefer Road to Lonyo Road in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	May 22, 2007	
Original Contract Amount:	\$5,215,012.39	
Total of Overruns/Changes (Approved to Date):	(3,185.28)	- 0.06%
Total of Extras/Adjustments (Approved to Date):	410,036.86	+ 7.86%
Total of Negative Adjustments (Approved to Date):	(27,987.51)	- 0.54%
THIS REQUEST	<u>101,587.38</u>	<u>+ 1.95%</u>
Revised Total	<u>\$5,695,463.84</u>	+ 9.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.26% over the original budget for an **Authorized to Date Amount** of \$5,593,876.46.

Approval of this extra will place the authorized status of the contract 9.21% or \$480,451.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-132	37, 38, 39, 41, 42, 43, 44, 45	\$130,517.70	09/02/08
2008-141	63 r. 1	\$13,050.55	09/23/08
2008-187	66, 68, 69	\$55,400.71	12/02/08

Contract Modification Number(s): 74

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

CM 74

(87293A)

Project Winterization and Extra Work

\$90,935.38

(89213A)

Project Winterization and Extra Work

10,652.00

Total

\$101,587.38

CM 74

It is requested that authorization be granted to compensate the contractor for additional costs incurred for "Project Winterization and Extra Work". Due to delays in awarding the contract (see Contract Modification #1) and delays encountered due to utility conflicts during the installation of the proposed Water Main (see Contract Modification #32), significant progress was lost. As a result, the contractor was unable to complete the project within the normal construction season. Contrary to an expedited schedule, these delays could not be overcome with additional manpower and equipment per an expedited progress schedule, and a revised (and approved) schedule submitted after work on the project has begun.

In anticipation of not completing the project as outlined in the contract, a meeting was held in early September to re-establish a critical path for work to be completed prior to inclement weather, as mentioned above. However, the inability of the contractor to carry out the provisions of the revised progress schedule caused a shared responsibility in additional costs for winterizing the project for the safety of the pedestrian traffic and motoring public. The Contractor and the Engineer did not reach a consensus in their initial estimates of the costs necessary to complete the work and agreed to maintain an itemized accounting of costs associated with the work.

Upon completion of the work, claims were submitted in the sum of \$231,016.36 and a settlement meeting was held. The validity of the claims was negotiated and final compensation was agreed upon. The contractor accepted a settlement of \$101,587.38 as provided, and has agreed to no future claims. Costs were determined using the time, equipment, and material costs necessary to complete the work using a process similar to the force account work process. These costs were negotiated, per Section 103.04 of the 2003 MDOT Standard Specifications for Construction, and were deemed reasonable, based on a comparison to the prevailing wage rates, the Blue Book equipment rental rates, and actual material costs required to construct the work. The above was reviewed and approved by Mr. M. P. Lens, Assistant Division Construction Engineer, Wayne County Department of Public Services (WCDPS) and Mr. Eric Mitchell, MDOT Engineer.

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

This Extra is now recommended for approval by the State Administrative Board on April 21, 2009.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

Funding Source:

87293A: FHWA, 19.19%; City of Dearborn, 80.81%;

89213A: FHWA, 81.85%; Wayne County, 18.15%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48126.

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

Kirk T. Steudle

Director

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature
On File

Kirk T. Steudle
Director

Mr. Berger presented the Transportation and Natural Resources Committee Report for the regular meeting of April 15, 2009. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Berger moved that the Report covering the regular meeting held April 15, 2009, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

SECRETARY

CHAIRPERSON