

# APPROVED

June 1, 2010

Michigan State  
Administrative Board

Lansing, Michigan

May 18, 2010

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, May 18, 2010, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm, Chairperson  
Katelyn Carey, Director of Communications, representing John D. Cherry, Jr., Lt. Governor  
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of State  
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General  
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer  
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction  
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation  
Sherry Bond, Secretary

Others Present:

James Burris, Janet Rouse, TeAnn Smith, Department of Technology, Management and Budget; Claire Carter, Department of Transportation

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 May 4, 2010, 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:**

CHARTER TOWNSHIP OF VAN BUREN, Township Clerk, 05/18/2010

DEPARTMENT OF ATTORNEY GENERAL, Environment, Natural Resources and Agriculture Division, Tobacco and Special Litigation Unit, 05/18/2010

DEPARTMENT OF HUMAN SERVICES,  
Administrative Services Division, 05/18/2010  
Michigan Community Service Commission, 05/18/2010

DEPARTMENT OF MANAGEMENT AND BUDGET, Office of State Employer  
05/18/2010

DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, D.J. Jacobetti Home for Veterans, 05/18/2010

DEPARTMENT OF STATE, Investigations Division, 05/18/2010

SCHOOLCRAFT COLLEGE,  
Schoolcraft College Development Authority (SDA), 5/18/2010  
Occupational Programs & Economic Development Office,  
Continuing Education and Workforce Development,  
Library-Circulation/Technical Services/Reference,  
Library-Government Documents and Periodicals,  
Learning Assistance Center; Data Processing,  
Learning Support Services, Writing Fellows,  
Learning Support Services, University Bound, and  
Learning Support Services, Office, 5/18/2010  
Planning and Research Division, Planning and Research Office, 05/18/2010

SENATE, Senate Fiscal Agency, 05/18/2010

Mr. Hank moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

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

# APPROVED

May 18, 2010

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Building Committee was held at 11:00 a.m.  
on May 11, 2010. Those present being:

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

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

Member: Katelyn Carey, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James  
Burris, Sergio Paneque, Deborah Roberts, Janet Rouse, TeAnn Smith,  
Department of Technology, Management and Budget

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The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

May 11, 2010 / May 18, 2010  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

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

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, LANSING & DIMONDALE – DTMB Records Building and Central Energy Center – Furnish and Install Roof Fall Protection  
File Nos. 071/08086.JNS and 071/09488.JNS - Index Nos. 44200 and 44315  
Low Responsive Bidder: Kares Construction Company, Inc., Charlotte;  
\$312,500.00

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

The purpose of this contract is to provide roof fall protection at the DTMB Records Building and fall protection work platforms within the cooling towers at the Central Energy Center. Roof fall protection is needed to allow the facility maintenance staff to safely access and maintain the roof system and the roof mounted mechanical equipment. Fall protection platforms within the cooling towers are necessary to safely maintain equipment within these towers. The proposed systems at both buildings are required to comply with MIOSHA standards.

#### **Benefit**

The State will benefit by providing safe access for maintenance staff to maintain roof mounted and cooling tower equipment, to periodically cleanout roof sumps, and to perform roof inspections, and by complying with MIOSHA requirements regarding fall protection.

#### **Funding Source**

100% Agency Operating 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 noncompliance with MIOSHA requirements and unsafe conditions for maintenance staff.

#### **Zip Code**

48933, 48821

## **AWARD OF CONTRACT FOR PROFESSIONAL SERVICES**

2. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, WYOMING  
– Spartan Chemical Superfund Site – Remedial Design and Action Oversight  
File No. 761/10107.SAR - Index No. 44061  
Low Responsive Bidder: MACTEC Engineering & Consulting, Inc., Novi;  
\$929,724.00

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

The purpose of this contract is to provide professional engineering design and remedial action oversight services. Groundwater and soil contamination have been detected at the site and surrounding areas. The professional will provide support to the agency in designing and implementing the Environmental Protection Agency's (EPA's) Record of Decision (ROD) for an efficient, phased approach in addressing the site contamination. The project is funded through a cooperative agreement with EPA. The total requested amount has been allocated by the agency to the project. However, the professional will be authorized to use only \$150,000 at this time and to use the remaining amounts upon authorization by the agency and receiving payments from EPA. The project will consist of a three-year contract with one option year.

### **Benefit:**

The State will benefit by designing a remediation system to clean up the environmental contamination and comply with environmental regulations.

### **Funding:**

100% Federal Funds

### **Commitment:**

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

### **Risk:**

Failure to approve this contract will result in not getting the professional services needed to assess and clean up the environmental contamination and the potential loss of federal funds.

### **Zip Code:**

49509

## **MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS**

3. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, RICHLAND TOWNSHIP - North 34<sup>th</sup> Street Area Richland Site – Environmental Investigation and Monitoring Services  
File No. 761/09175.SAR - Index No. 44501  
That the contract for professional services with URS Corporation Great Lakes., Southfield, be increased \$297,657.00 on a billing rate basis, plus reimbursables, to provide groundwater monitoring and hydraulic control services.

**Purpose/Business Case:**

The purpose of this modification is to evaluate the performance of the groundwater extraction system for effective hydraulic control of the contamination and providing groundwater sampling and additional system operation at the site. The site is a former plating facility for plated plastics and, currently, contaminated groundwater is extracted from seven wells and discharged to the City of Kalamazoo wastewater treatment plant.

**Benefit:**

The State will benefit by removing contamination from the site and complying with environmental regulations.

**Funding Source:**

100% Cleanup and Redevelopment Fund (CRF)

**Commitment:**

The cost is fixed based on competitive proposals. The professional services contract modification will be paid on a billing rate basis plus reimbursables. The amount of the contract is within the authorized budget.

**Risk Assessment:**

Failure to approve this modification will hinder the ability of the agency to control the contaminant migration and risk noncompliance with environmental regulations.

**Zip Code:**

49083

**REVISIONS TO CONSTRUCTION CONTRACTS**

4. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, LANSING – Reserve Forces Service Center – Exterior Repairs  
File No. 511/09417.CAK - Index No. 13957  
Laux Construction, LLC, Dansville; CCO No. 3, Incr. \$158,889.75

**Purpose/Business Case**

The purpose of this change order is to expand demolition of first floor, build-out first floor toilet rooms, replace three doors and frames with fire-rated materials, add masonry work to achieve 2-hour fire rating at all column shafts and abate asbestos that was discovered during demolition.

**Benefit**

The State will benefit by protecting the health and safety of the building occupants by removing asbestos and by fulfilling code requirements with fire-rated materials.

**Funding Source**

100% Federal Funds

**Commitment**

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

**Risk Assessment**

Failure to approve this change order will result in safety issues for occupants due to hazardous materials and code violations that would prevent an occupancy permit from being obtained.

**Zip Code**

48906

**RESOLUTIONS**

5. Resolution of the State Administrative Board Approving the Conveyance of Property of the Central Michigan University Health Professions Building and an Amendment to Lease

**Legislative Background**

The Central Michigan University Health Professions Building project was authorized for planning in PA 515 of 1998 and for construction in PA 291 of 2001. The lease for this project, dated November 1, 2005, was bonded in the 2005 Multi-Modal Revenue Bonds, Series IIA bond issue.

**Purpose/Business Case**

The purpose of this resolution is to amend the existing lease to release a portion of the property not needed for the Central Michigan University Health Professions Building project.

**Benefit**

The approval of this resolution will release excess property not needed for the Central Michigan University Health Professions Building project so that it can be used for the CMU College of Medicine building. This new facility will be paid for solely with University funds.

**Funding Source/Commitment Level**

N/A

**Risk Assessment**

Amendment to the lease will not result in a reduction of rent. Integra Realty Resources – Detroit has stated that the release of the described property will not reduce the economic or market value of the Central Michigan University Health Professions Building project. If this resolution is not approved, the University will not be able to construct the new College of Medicine facility.

**Zip Code**

48859

**ADDENDUM TO LEASE FOR PRIVATE PROPERTY**

6. DEPARTMENT OF TREASURY, PURCHASE, NEW YORK - Addendum #1 to Lease #11113, between 572 Main Street Corp., a New York Corporation, c/o RPW Group, Inc., 800 Westchester Avenue, Rye Brook, New York 10573, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Treasury, as Lessee, for 3,139 square feet of space located at 4th Fl., 2975 Westchester Ave, Purchase, New York 10577. This Addendum provides for a three percent (3%) reduction in rent for the renewal option period beginning March 1, 2011 and ending February 29, 2016. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the

Lease, or any extension. The annual per square foot rental rate for this space beginning March 1, 2011, or upon substantial completion, is \$25.94 (\$6,787 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

**Purpose/Business Case:**

This addendum provides a rental rate reduction during the renewal option.

**Benefit:**

A 3% rental rate reduction will produce a savings of \$12,621 if the renewal option is exercised.

**Source of Funds:**

31% General Fund; 69% Restricted Funds – delinquent tax revenue

**Commitment Level:**

Through February 28, 2011 with one renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment:**

Non-approval of this Addendum will hinder the Department from achieving a rental rate reduction during the renewal option thereby realizing a savings of \$12,621.

**Zip Code:**

10577

7. DEPARTMENT OF STATE, JACKSON - Addendum #1 to Lease #10979, between Ramco-Gershenson Properties, LP, a Delaware Limited Partnership, 31500 Northwestern Highway, Sute 300, Farmington Hills, Michigan, 48334, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Secretary of State, as Lessee, for 3,762 square feet of space located at C-100, Jackson Crossing, Jackson, Michigan 49202. This Addendum provides for adding two one-year renewal options at the current rental rate. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning May 1, 2010, or upon substantial completion, is \$13.00 (\$4,076 per month). This Addendum contains two one-year renewal options with an annual per square foot rental rate of \$13.00 (\$4,076 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

**Purpose/Business Case:**

This Addendum adds two one-year renewal options to allow the Department time to relocate or expand at the current location and combine two existing offices into one. The rental rate is within the current market rate for this submarket.

**Benefit:**

This Addendum allows the Department to continue providing uninterrupted services to the citizens of Jackson County.

**Source of Funds:**

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

**Commitment Level:**

Two one-year renewal options; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment:**

Non-approval of this Addendum will hinder the Department from remaining at the existing location.

**Zip Code:**

49202

8. DEPARTMENT OF HUMAN SERVICES, SAGINAW - Addendum #1 to Lease #10560, between Saginaw Centre Development Co., a Limited Liability Company, 804 South Hamilton, Saginaw, Michigan 48602, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Human Services, as Lessee, for 2,500 square feet of space located at 301 Johnson Street, Saginaw, Michigan 48607. This Addendum provides for extending the lease term five years and adjusting the rental rate accordingly, and technical revisions. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning June 1, 2010, is \$6.00 (\$1,250 per month). This Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this Addendum as to legal form.

**Purpose/Business Case:**

This Addendum extends the existing lease for five years. This location continues to meet the operational needs of the Department for storing child protective service (CPS) files which must remain easily accessible to DHS staff, who are across the street from this location.

**Benefit:**

This Addendum allows the Department to maintain file storage at this location, and avoid relocation costs and delays in obtaining necessary files if relocated. The rental rate remains within the market rate.

**Source of Funds:**

55% General Fund; 45% Federal Funds

**Commitment Level:**

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

**Risk Assessment:**

Non-approval of this Addendum will hinder the Department from continuing to provide immediate access to CPS files and could possibly bring about increased costs if they are forced to relocate.

**Zip Code:**  
48607

### **LEASE FOR PRIVATE PROPERTY**

9. DEPARTMENT OF STATE, TRENTON - Renewal of Lease #10818 with Trafford Square Limited Partnership, a Limited Partnership, 12327 Greenfield Avenue, Detroit, Michigan 48227, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of State, as Lessee, for 4,761 square feet of office space located at 3040 Van Horn Road, Trenton, Michigan 48183. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning October 1, 2010, or upon substantial completion, is \$8.10 (\$3,214 per month). This rate does not include utilities, janitorial, trash removal, telecommunications system, alarm monitoring, and pest control. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$9.00 (\$3,572 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 space has been utilized by the Department as a branch office since 2000 and it continues to meet their operational needs.

#### **Benefit:**

Renewal of this lease allows the Department to remain at their current location and avoid relocation costs. The rental rate is below the current market rate.

#### **Funding Source:**

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

#### **Commitment Level:**

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

#### **Risk Assessment:**

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

**Zip Code:**  
48183

### **LICENSE AGREEMENT**

10. The Department of Technology, Management, and Budget (DTMB), for the Michigan Public Safety Communications System (MPSCS), recommends that the State Administrative Board, under authority of the Management and Budget Act, 1984 PA 431, MCL 18.1221, grant a non-member revocable license (License) to

the United States Coast Guard (USCG), for the installation, operation, and maintenance of USCG Rescue 21 system communications equipment on MPSCS Tower Site 9308, located in Chippewa County, Michigan, in accordance with the terms of the MPSCS Non-Member Revocable License Agreement between the parties.

**Purpose**

The Licenses permit the USCG to install its 21 Project system communications equipment on MPSCS Tower Sites 9308. The USCG Rescue 21 communications system will improve the ability of the USCG to assist mariners in distress and save lives as well as heighten the USCG homeland security posture.

**Benefit**

The MPSCS permits non-members to co-locate on MPSCS communication towers to promote expanded MPSCS participation, increase interoperability, and enhance communications public safety communications. Additionally, State mariners will benefit from the USCG enhanced rescue system.

**Funding Source**

N/A

**Commitment Level**

N/A

**Risk Assessment**

Non-approval of this License will prevent the USCG from implementing its Rescue 21 system. And prevent Michigan mariners from getting the benefit of USCG's enhanced rescue capabilities.

**Zip Codes**

49725

11. The Department of Technology, Management, and Budget (DTMB), for the Michigan Public Safety Communications System (MPSCS), recommends that the State Administrative Board, under authority of the Management and Budget Act, 1984 PA 431, MCL 18.1221, grant three non-member revocable licenses (Licenses) to the United States Coast Guard (USCG), for the installation, operation, and maintenance of USCG Rescue 21 system communications equipment on MPSCS Tower Sites: 7204, 7802, and 8205, located in Presque Isle County, Emmett County, and Chippewa County, respectively, and in accordance with the terms of the MPSCS Non-Member Revocable License Agreements between the parties.

**Purpose**

The Licenses permit the USCG to install its 21 Project system communications equipment on MPSCS Tower Sites: 7204, 7802, and 8205. The USCG Rescue 21 communications system will improve the ability of the USCG to assist mariners in distress and save lives as well as heighten the USCG homeland security posture.

**Benefit**

The MPSCS permits non-members to co-locate on MPSCS communication towers to promote expanded MPSCS participation, increase interoperability, and enhance communications public safety communications. Additionally, State mariners will benefit from the USCG enhanced rescue system.

**Funding Source**

N/A

**Commitment Level**

N/A

**Risk Assessment**

Non-approval of these Licenses will prevent the USCG from implementing its Rescue 21 system and prevent Michigan mariners from getting the benefit of the USCG's enhanced rescue capabilities.

**Zip Codes**

49779 – Tower #7204

49755 – Tower #7802

49766 – Tower #8205

**ADDENDUM TO LEASE FOR PRIVATE PROPERTY**

12. DEPARTMENT OF HUMAN SERVICES, TAYLOR - Addendum #1 to Lease #11328 between Cranbrook Court, LLC, a Michigan Limited Liability Company, 32500 Telegraph Road, Suite 209, Bingham Farms, Michigan 48025, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Human Services, as Lessee, for 31,000 square feet of space located at 25637 Ecorse Road, Taylor, Michigan, 48180. This Addendum reflects the actual square footage being leased by the Department as 31,959 and increases the rental rate by \$2.35 per square foot effective April 1, 2009 to reimburse the Lessor for DHS requested upgrades to the premises. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate, reflecting maintenance costs only plus the \$2.35 per square foot rent increase, for this space beginning on April 1, 2009, or upon substantial completion, is \$2.79 (\$7,430 per month). Effective April 1, 2010, the annual per square foot rental rate for this space is \$15.45 (\$41,147.00 per month). This Addendum contains an Executive New cancellation clause with 180-days notice. The Attorney General has approved this Addendum as to legal form. The Joint Capital Outlay Subcommittee approved this Lease on December 4, 2008 and approved this Addendum on May 6, 2010.

**Purpose/Business Case:**

This Addendum revises the square feet leased by the Department and increases the rental rate by \$2.35 per square foot effective April 1, 2009 to reimburse the Lessor for DHS requested upgrades to the leased premises.

**Benefit:**

This Addendum allows the Department to achieve enhanced customer security through the requested upgrades and adjusts the square footage leased. The rental rate is within the current market rates for comparable space.

**Source of Funds:**

55% General Fund; 45% Federal Funds

**Commitment Level:**

Ten years with 2 five year renewal options; however, this Addendum contains an Executive New cancellation clause with 180-days notice.

**Risk Assessment:**

Non-approval of this Addendum will hinder the Department from providing safe access to the building and from accurately reflecting the square footage leased.

**Zip Code:**

48180

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Ms. MacDowell presented the Building Committee Report for the regular meeting of May 11, 2010. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of May 11, 2010, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

# APPROVED

May 18, 2010

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

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

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

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

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

Others: Sherry Bond, James Burris, Sergio Paneque, Janet Rouse, Department  
of Technology, Management and Budget

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

Following discussion, Ms. Lopez moved that the regular, supplemental,  
and Recovery Act Funds agendas be recommended to the State  
Administrative Board for approval with Item 18(1) of the regular agenda  
withdrawn. The motion was supported by Mr. Liedel and unanimously  
adopted.

Ms. MacDowell adjourned the meeting.

**A G E N D A**

5/11/10 12:00 version

**FINANCE AND CLAIMS COMMITTEE**

May 11, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

May 18, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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

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

1. DEPARTMENT OF CORRECTIONS

- 1) Dental Health Care NOT TO EXCEED  
North Branch, MI \$ 45,000.00 Total  
**FY10-12** 100% General Fund  
Two-year, five-month contract  
to provide Dental Services
  
- Michael S. Misko, DDS, PC NOT TO EXCEED  
Caro, MI \$ 45,000.00 Total  
**FY10-12** 100% General Fund  
Two-year, five-month contract  
to provide Dental Service
  
- Baldwin Family Health Care, NOT TO EXCEED  
Inc. \$ 150,000.00 Total  
Baldwin, MI **FY10-12** 100% General Fund  
Two-year, five-month contract  
to provide Dental Services

2. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Various Tax Tribunal NOT TO EXCEED  
Hearing Referees \$ 74,700.00 Total  
(Listing on file) **FY10** 100% Restricted Fund  
*Tax Tribunal Fees & Corporate Fees*  
These contracts are for Hearing  
Referees appointed by SOAHR for  
hearing Small Claims cases and  
appeals for The Michigan Tax  
Tribunal

3. DEPARTMENT OF HUMAN SERVICES

1) Jennifer Gasso NOT TO EXCEED  
Escanaba, MI \$ 31,503.50 Total  
**FY10-12** 100% Federal Fund  
Two-year, four-month contract  
for Parent Aide Services in  
Delta County

Rebecca Squires-Stepniak NOT TO EXCEED  
Stephenson, MI \$ 40,418.00 Total  
**FY10-12** 100% Federal Fund  
Two-year, four-month contract  
for Parent Aide Services in  
Delta County

2) Margaret Fagan NOT TO EXCEED  
Stephenson, MI \$ 50,247.74 Total  
**FY10-12** 100% Federal Fund  
Two-year, four-month contract  
for Parent Aide Services in  
Menominee County

4. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1) Lockett Enterprises, LLC \$ 62,603.47 Total  
Flint, MI **FY10** 75% Restricted Fund  
25% General Fund  
One-time purchase of ORVs and  
Snowmobiles for Law Enforcement  
Division to patrol trails

Indian River Sport Center \$ 97,820.00 Total  
Flint, MI **FY10** 75% Restricted Fund  
25% General Fund  
One-time purchase of ORVs and  
Snowmobiles for Law Enforcement  
Division to patrol trails

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

5. DEPARTMENT OF CORRECTIONS

1) Various Michigan Prisoner Re-Entry Initiative Services  
(Listing on file) \$ 312,500.00 Total  
\$ 24,847,110.00 New Total  
**FY10** 100% General Fund  
Additional funding to continue Michigan Prisoner Re-Entry Initiative services

6. DEPARTMENT OF HUMAN SERVICES

1) County of Muskegon Muskegon, MI \$ 41,004.15 Amendment  
\$ 164,130.15 New Total  
**FY10** 100% Federal Fund  
Additional funds due to increase in services in Muskegon County

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

7. DEPARTMENT OF AGRICULTURE

1) Various Soil Conservation Districts  
(Listing on File) \$ 365,000.01 Total  
**FY10** 45% Federal Fund  
55% Restricted Fund  
*Freshwater Protection Fund*  
Funding to support Conservation Technical Assistance Initiative in support of the Federal Farm Bill

8. DEPARTMENT OF COMMUNITY HEALTH

1) PHI Lansing, MI \$ 100,000.00 Total  
**FY10** 100% Restricted Fund  
*Civil Monetary Penalties*  
Five-month grant agreement to perform various activities to increase the quality of nursing homes in Michigan

8. DEPARTMENT OF COMMUNITY HEALTH continued

2) Premier Health Care Management  
Bloomfield Hills, MI \$ 236,000.00 Total  
**FY10** 100% Restricted Fund  
*Civil Monetary Penalties*  
Three-month grant agreement to provide funding for the renovations of showers and tub rooms at the Shorepointe Nursing Center

9. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1) Mr. George Heartwell for Area Community Service  
Employment and Training Council  
Grand Rapids, MI \$ 180,000.00 Total  
**FY10** 100% Federal Fund  
(WIA Funds)  
Grantee will receive federal WIA funding for a grant to address the issue of gang activity and develop opportunities that will help youth resist gang involvement in the city of Wyoming

2) Statewide Workforce Development Boards  
(Listing on file) \$123,815,758.00 Total  
**FY10-11** 100% Federal Fund  
(WIA funds)  
Grantee will receive federal WIA formula funding to provide employment and training activities for Adult, Dislocated Workers and Youth participants as part of the One-Stop system

3) Mr. Philip Kuyers for Ottawa County Michigan Works!  
Holland, MI \$ 330,000.00 Total  
**FY10-14** 100% Federal Funds  
The Grantee will receive federal funding to create a joint venture with LG Chem and Compact Power to establish a facility for the production of lithium ion battery cells. Technology training for up to 300 job seekers will be provided

9. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH continued

4) Mr. Dale Swift, \$ 81,900.00 Total  
Ms. Lisa Gerow **FY10-14** 100% Federal Funds  
Mr. Don Nevins for The Grantee will receive  
Michigan Works, Calhoun ISD federal funding to work with  
Marshall, MI Toda America to expand their  
domestic battery manufacturing  
facility in Battle Creek, MI

10. DEPARTMENT OF HUMAN SERVICES

1) Various MACF11-Series \$ 2,208,970.00 Total  
(Listing on file) **FY10-11** 100% Federal Fund  
One-year grant for mentoring,  
education, health, environment  
and public safety services

2) Various JJMP10-Series \$ 1,000,000.00 Total  
(Listing on file) **FY10-13** 100% Federal Fund  
Three-year, five-month grant  
for delinquency prevention  
services

3) County of Washtenaw \$ 304,000.00 Total  
Ypsilanti, MI **FY10-12** 100% Federal Fund  
Two-year, five-month grant for  
health services to newly  
arrived refugees

11. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1) Various \$ 135,000.00 Total  
(Listing on file) **FY10-12** 100% Restricted Fund  
Habitat Improvement Fund  
Funding to provide fisheries  
habitat and other improvements  
to Manistee, Muskegon and Au  
Sable rivers

11. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT continued

- 2) Various Grantees  
(Listing on file) \$ 588,020.00 Total  
**FY10-11** 100% Restricted Fund  
*Off Road Vehicle Trail  
Improvement Fund*  
Funding to provide maintenance  
and improvements to the state-  
designated public ORV trail  
system
- 3) Jordan Valley Trails  
Council \$ 183,740.00 Total  
Mancelona, MI **FY10-11** 100% Restricted Fund  
Funding to provide the Purchase  
of new equipment for grooming  
state-designated snowmobile  
trails
- 4) Various \$ 1,010,000.00 Total  
(Listing on file) **FY10-13** 100% Federal Fund  
Grants to provide a computer  
model and development of a  
beach closure forecasting  
system, habitat improvement on  
Belle Island, and AOC Program  
providing SPAC and Local PAC  
support

12. MICHIGAN STRATEGIC FUND

- 1) Adaptive Materials, Inc.  
Ann Arbor, MI \$ 3,000,000.00 Total  
**FY10**  
100% 21<sup>st</sup> Century Jobs Trust Fund  
For a center focused on  
development and production of  
solid oxide fuel cells for both  
military and commercial markets

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

13. DEPARTMENT OF COMMUNITY HEALTH

- |    |   |  |
|----|---|--|
| 1) | Michigan Association of<br>Centers for Independent<br>Living<br>Haslett, MI | \$ 57,111.00 Amendment<br>\$ 117,111.00 New Total<br><b>FY10</b> 65% Restricted Fund<br><i>Civil Monetary Penalty Funds</i><br>35% Federal Fund<br>Additional funds for one-year<br>grant agreement to provide<br>funding for Michigan's Aging<br>and Disability Resource Center<br>initiative |
| 2) | Henry Ford Health System<br>Detroit, MI                                     | \$ 57,557.00 Amendment<br>\$ 7,027,896.00 New Total<br><b>FY10</b> 99% Federal Fund<br>1% Local Funds<br>Additional funds for a one-year<br>grant agreement to provide<br>funding for various community<br>health projects   |
| 3) | Arab Community Center for<br>Economic and Social Service<br>Dearborn, MI    | \$ 30,000.00 Amendment<br>\$ 796,163.00 New Total<br><b>FY10</b> 89% Federal Fund<br>3% Restricted Fund<br><i>Healthy Michigan Fund</i><br>8% Local Funds<br>Additional funds for a one-year<br>grant agreement to provide<br>funding for various community<br>health projects                 |
| 4) | Southeastern Michigan Health<br>Association<br>Detroit, MI                  | \$ 143,265.00 Amendment<br>\$ 17,375,111.00 New Total<br><b>FY10</b> 77% Federal Fund<br>4% General Fund<br>16% Restricted Fund<br>Newborn Screening<br>3% Fees<br>Additional funds for a one-year<br>grant agreement to provide<br>funding for various community<br>health projects           |

13. DEPARTMENT OF COMMUNITY HEALTH continued

5) Michigan Oral Health \$ 45,893.00 Amendment  
Coalition \$ 91,783.00 New Total  
Lansing, MI **FY10** 100% Federal Fund  
Additional funds for one-year  
grant agreement to provide  
funding for oral health  
activities and promotion

14. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Ms. Rose Marie McQuaid for \$ 30,000.00 Amendment  
Great Lakes Bay Michigan \$ 330,000.00 New Total  
Michigan Works! **FY10-14** 100% Federal Funds  
Midland, MI The Grantee will receive  
additional federal funding to  
work with KD Advanced Battery  
Group to provide technology  
training for up to 300 job  
seekers

2) Mr. Al Haidous, Mayor, for \$ 30,000.00 Amendment  
Southeast Michigan \$ 330,000.00 New Total  
Community Alliance **FY10-14** 100% Federal Funds  
Michigan Works! The Grantee will receive  
Midland, MI additional federal funding to  
work with A123 Systems to  
expand their domestic battery  
manufacturing to produce  
lithium ion cells for  
automotive applications.  
Training will be provided for  
up to 300 job seekers

3) Mr. Philip Kuyers for \$ 30,000.00 Amendment  
Ottawa County Michigan \$ 330,000.00 New Total  
Works! **FY10-14** 100% Federal Fund  
Holland, MI (WIA) Additional funds to work  
with Johnson Controls-Saft to  
construct and staff an advanced  
battery manufacturing facility  
to produce lithium ion cells  
for automotive applications.  
Training will be provided for  
up to 300 job seekers

15. DEPARTMENT OF HUMAN SERVICES

- 1) Good Samaritan Ministries \$ 0.00 Amendment  
Holland, MI \$ 131,050.00 New Total  
**FY09-11** 100% Federal Fund  
Previously approved  
Date extension only  
**No additional funds to be added**
- 2) The Regents of the University \$ 0.00 Amendment  
of Michigan \$ 296,863.00 New Total  
Ann Arbor, MI **FY10-13** 100% Federal Fund  
Previously approved  
Date extension only  
**No additional funds to be added**
- 3) Various MPSC10-Series \$ 0.00 Amendment  
(Listing on file) \$ 14,000,000.00 New Total  
**FY09-10** 100% Federal Fund  
Previously approved  
One agency has left the  
provider network and funds have  
been re-distributed  
**No additional funds to be added  
to the total for the series**

16. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Michigan State University \$ 65,000.00 Amendment  
East Lansing, MI \$ 275,453.83 New Total  
**FY10-13** 100% Federal Fund  
Additional funding to update a  
social indicators data  
management and analysis tool  
that EPA requires states to use  
when doing social surveys
- 2) Houghton Keweenaw \$ 232,679.00 Amendment  
Conservation District \$ 1,441,392.65 New Total  
Houghton, MI **FY10-13** 100% Federal Fund  
Additional funding to stabilize  
an eroding stamp sands site in  
the Upper Peninsula

**SECTION V - DTMB SUBMITTED - NEW CONTRACTS**

17. DEPARTMENT OF AGRICULTURE

1) Agdia, Inc. \$ 63,863.80 One-Time  
Elkhart, IN **FY10** 100% Federal Funds  
071I0200072 Plum Pox-Blueberry  
Test Kits

18. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) Cogent Systems \$ 5,206,101.00 (3 years)  
Dublin, OH **FY10-13** 100% General Funds  
071I0200033 Applicant  
Fingerprinting Service-  
statewide

**Various RE:START Vendors**

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

2) Kunz, Leigh & Associates NOT TO EXCEED  
(Elizabeth Robinson) \$ 52,480.00 (7mo 12 dys)  
Lathrup Village, MI **FY10** 58.72% Federal Fund  
27.66% General Fund  
13.62% Restricted Fund  
*LEIN Fees*  
For a Senior Programmer Analyst  
to assist the Michigan State  
Police with enhancements to the  
Accounts Receivable System, Law  
Enforcement Information  
Network, and Emergency  
Management and Homeland  
Security Division Training  
Database

19. DEPARTMENT OF TREASURY

1) Complete Source \$ 1,100,463.66 (3 years)  
Grand Rapids, MI **FY10-13** 100% Restricted Funds  
*Delinquent Tax Collection Revenue*  
071I0200016 Production of  
State Treasurer's Warrants

19. DEPARTMENT OF TREASURY continued

2) Fifth Third Processing Solutions, Inc.  
Cincinnati, OH \$ 30,609,508.00 (5yr 5mos 13dys)  
**FY10-15** 50% Federal Funds  
50% Other Funds  
071I0200029 Credit and Debit  
Card Processing Services

**SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES**

20. DEPARTMENT OF COMMUNITY HEALTH

1) Beckman Coulter, Inc.  
Miami, FL \$ 17,000.00 Amendment  
\$ 306,023.82 New Total  
**FY11** 100% Federal Funds  
071B6200440 Additional funding  
for a one-year option to the  
contract for Enzyme Immunoassay  
Reagents

2) Health Advantage, Inc.  
Flint, MI \$ 720,000.00 Amendment  
\$ 1,806,000.00 New Total  
**FY10-11** 81% Federal 12% GF  
7% Restricted Funds  
*Healthy Michigan Fund, Family  
Planning Healthy Michigan Fund*  
071B7200263 Additional funding  
for a one-year option to the  
contract for Third Party  
Administration Services for  
Breast and Cervical Cancer  
Control Program

3) HemoCue, Incorporated  
Lake Forest, CA \$ 325,000.00 Amendment  
\$ 1,394,336.00 New Total  
**FY11-12** 100% Federal Fund  
071B7200050 Additional funding  
for a one-year option to the  
contract for Microcuvettes for  
HemoCue Equipment

20. DEPARTMENT OF COMMUNITY HEALTH continued

4) Orasure Technologies, Inc. \$ 41,000.00 Amendment  
Bethlehem, PA \$ 286,862.50 New Total  
**FY11** 100% Restricted Funds  
*HIV Prevention*  
071B6200397 Additional funding  
for a one-year, one-day option  
to the contract for HIV  
Specimen Kits

21. DEPARTMENT OF CORRECTIONS

1) Michigan Council on Crime \$ 372,785.00 Amendment  
And Delinquency \$ 2,222,485.00 New Total  
Lansing, MI **FY11-12** 100% Federal Funds  
071B7200335 Additional funding  
for two, one-year options to  
the contract for Capacity  
Building for Michigan Prisoner  
Re-Entry Initiative

22. DEPARTMENT OF HUMAN SERVICES

1) PCA Corrections, LLC \$ 550,000.00 Amendment  
Louisville, KY \$ 6,069,727.03 New Total  
**FY10-11** 50% GF 50% Other  
*County Chargeback*  
071B5200290 Additional funding  
for a one-year extension of the  
contract for Pharmacy Services  
for Juvenile Facilities

23. DEPARTMENT OF STATE POLICE

1) L. Robert Kimball & \$ 154,160.00 Amendment  
Associates, Inc. \$ 500,000.00 New Total  
State College, PA **FY10-12** 100% Restricted Funds  
*See bid tab for funding*  
071B9200016 Additional funding  
for two, one-year options to the  
contract for Safety & Security  
Consulting Services for the IP-  
911 study

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Alcohol Monitoring Systems \$ 650,000.00 Amendment  
Littleton, CO \$ 1,650,000.00 New Total  
**FY10** 100% General Funds  
071B9200162 Additional funding  
for a one-year extension of the  
contract for Alcohol Monitoring  
Systems for the Department of  
Corrections
- 2) Memex, Inc., \$ 560,920.00 Amendment  
Vienna, VA \$ 3,852,066.00 New Total  
**FY10** 100% Restricted Funds  
*Forfeiture*  
071B9200243 Additional funding  
to assist the Michigan State  
Police with Michigan  
Intelligence Operations Center  
Criminal Intelligence Solution

**Various RE:START Vendors**

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

- 3) Complete Corporate Solutions NOT TO EXCEED  
(Radhamani Venugopal) \$ 146,060.00 Amendment  
Madison Heights, MI \$ 292,120.00 New Total  
**FY10** 100% Revolving Funds  
*See bid tab for list of funds*  
071B9200138 Additional funding  
for a one-year option to the  
contract for a Senior Web  
Developer to assist the  
Department of Technology,  
Management and Budget,  
Telecommunications, with  
ongoing development of a  
customer-facing, web-based, and  
secure service portal for  
ordering standard services

25. DEPARTMENT OF TRANSPORTATION

1) WSI Corporation \$ 72.000.00 Amendment  
Andover, MA \$ 231.231.00 New Total  
**FY10-11** 100% State Restricted  
*Aeronautics Fund*  
071B8200052 Additional funding  
for a one-year option to the  
contract for Aviation Weather  
Briefing Systems

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

26. DEPARTMENT OF CORRECTIONS

Inmate Claims

1) Raymond Carr Jr. #615121 \$179.00

The claimant (10-SAB/DOC-086) requests \$179.00 reimbursement for his TV lost during transit from one facility to another. The Committee recommends approval of \$72.00 for this claim.

2) Julius R. Jackson #592684 \$108.35

The claimant (09-SAB/DOC-327) requests \$108.35 reimbursement for his tennis shoes, 2 jogging outfits, brush, lock and hygiene and cosmetic products lost while under control of the Department. The Committee recommends approval of \$45.16 for this claim.

3) Eddie Jones #308388 \$ 45.16

The claimant (10-SAB/DOC-159) requests \$45.16 reimbursement for his footlocker damaged during transit from one facility to another. The Committee recommends approval of \$4.52 for this claim.

26. DEPARTMENT OF CORRECTIONS continued

- 4) Kerry W. Kocsis #265208 \$ 7.43

The claimant (10-SAB/DOC-087) requests \$7.43 reimbursement for money taken from his account and not deposited back before the check was deemed to be without funds. The Committee recommends approval of this claim.

- 5) Turon Mayes #172593 \$162.06

The claimant (10-SAB/DOC-154) requests \$162.06 reimbursement for numerous items lost while under control of the Department. The Committee recommends approval of \$81.03 for this claim.

- 6) Ricky McCain #195740 Unspecified

The claimant (09-SAB/DOC-331) requests an unspecified amount of reimbursement for his TV lost while under control of the Department. The Committee recommends denial of this claim.

- 7) Alan Meekhof #608554 \$ 30.50

The claimant (10-SAB/DOC-046) requests \$30.50 reimbursement for his headphones and cassette player stolen while under control of the Department. The Committee recommends denial of this claim.

- 8) Christopher Pinkard #466763 \$ 26.60

The claimant (09-SAB/DOC-326) requests \$26.60 reimbursement for his headphones lost while under control of the Department. The Committee recommends denial of this claim.

- 9) Lee Aaron Richardson #400992 \$ 99.87

The claimant (10-SAB/DOC-080) requests \$99.87 reimbursement for his TV lost during transit from one facility to another. The Committee recommends approval of \$63.92 for this claim.

26. DEPARTMENT OF CORRECTIONS continued

10) Ramon Russell #410544 \$908.18

The claimant (10-SAB/DOC-050) requests \$908.18 reimbursement for numerous items lost during transit from one facility to another. The Committee recommends approval of \$454.09 for this claim.

11) Yolanda L. Salazar #246760 \$107.30

The claimant (10-SAB/DOC-088) requests \$107.30 reimbursement for her clothing lost due to a fire at the MSI laundry. The Committee recommends approval of \$73.90 for this claim.

12) Patricia Ann Thomas #209088 \$120.00

The claimant (10-SAB/DOC-084) requests \$120.00 reimbursement for her clothing lost during a fire at the MSI laundry. The Committee recommends approval of \$12.32 for this claim.

13) Anthony Walker #256640 \$144.75

The claimant (10-SAB/DOC-085) requests \$144.75 reimbursement for his TV damaged during transit from one facility to another. The Committee recommends approval of \$16.00 for this claim.

27. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) Kenneth Robart \$100.00

The claimant (10-SAB-025) requests \$100.00 reimbursement for his insurance deductible when a parking gate came down on his vehicle. The Committee recommends approval of this claim.

28. DEPARTMENT OF STATE

1) Robert Baptist \$ 25.00

The claimant (10-SAB-047) requests \$25.00 reimbursement for a stop check fee due to Secretary of State error. The Committee recommends approval of this claim.

28. DEPARTMENT OF STATE continued

- 2) Laura M. Hill \$145.00

The claimant (10-SAB-039) requests \$145.00 reimbursement for towing and impound charge due to Secretary of State error. The Committee recommends denial of this claim.

29. DEPARTMENT OF TRANSPORTATION

- 1) Michael Schacht \$518.80

The claimant (10-SAB-061) requests \$518.80 reimbursement for damage to his vehicle on M-69 when debris hit his windshield. The Committee recommends approval of this claim.

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

**SECTION XI - SPECIAL ITEMS**

30. DEPARTMENT OF CORRECTIONS

- 1) Report of an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #472N0203703 for \$65,634.72 with Tingue Brown & Company for the purchase of laundry carts for Michigan State Industries
- 2) Requests approval to dispose of unclaimed and abandoned property with no intrinsic value from the following facilities, in accordance with procedures:

Saginaw Correctional Facility

31. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

Requests permission to dispose of unclaimed and abandoned personal property without intrinsic value in accordance with Sec. 6 of Act 238 of 1957.

32. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

Report from the Secretary of the State Administrative Board on Unresolved Claims over 90 days old, dated 04/23/2010

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

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

5/10/10 4:00 version

**FINANCE AND CLAIMS COMMITTEE**

May 11, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

May 18, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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

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

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

1s. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

- 1) Restorative Therapy Services, \$ 138,800.00 Amendment  
Incorporated \$ 922,800.00 New Total  
Taylor, MI **FY10** 32% General Fund  
34% Federal Fund  
34% Restricted Fund  
*Income and Assessments for Families*  
511B8200002 Additional funding  
for Physical Therapy Services  
at the Grand Rapids Home for  
Veterans

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

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

**SECTION V - DTMB SUBMITTED - NEW CONTRACTS**

2s. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

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3s. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) INgage Networks \$ 1,500,000.00 (3 years)  
Naples, FL **FY10-13** 80% Restricted Fund  
*Low Income Energy Efficiency Fund*  
20% Various Funds  
084R0200069 Social Networking  
Software and Hosting Services,  
Statewide

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

4s. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Messageway Solutions, Inc. \$ 248,176.55 Amendment  
Livonia, MI \$ 1,077,760.38 New Total  
**FY10** 100% Revolving Fund  
*See bid tab for list of funds*  
071B8200137 Additional funds  
for the contract for the Data  
Exchange Gateway
- 2) Systems Technology Group, \$ 840,000.00 Amendment  
Inc. \$ 3,482,360.00 New Total  
Troy, Inc. **FY10-11** 100% Federal Fund  
071B9200201 Additional funds  
for the contract for the Item  
Bank System for the Department  
of Education

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

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

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

5/7/10 10:30 version

**FINANCE AND CLAIMS COMMITTEE**

May 11, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

May 18, 2010, 11:00 a.m.  
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**SECTION I - AGENCY SUBMITTED - NEW CONTRACTS**

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

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

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

1a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1)	Various (Listing on file)	\$            0.00    Amendment \$ 17,443,644.00    New Total <b>FY10</b> 100% Recovery Act Funds To re-obligate grant funds that were previously awarded and declined by grantees due to various reasons. These grants will assist eligible cities, townships and counties in implementing conservation strategies
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2a. DEPARTMENT OF HUMAN SERVICES

1)	Various CSBGS 09-Series (Listing on file)	\$            0.00    Amendment \$ 16,413,999.00    New Total <b>FY10</b> 100% Recovery Act Funds Previously approved Change Agency Project Leaders Funds Re-distributed <b>No funds added</b>
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**SECTION V - DMB SUBMITTED - NEW CONTRACTS**

3a. **DEPARTMENT OF AGRICULTURE**

- 1) Various Pesticide Application NOT TO EXCEED AN AGGREGATE  
Contracts OF \$290,000.00
  - a. Clean Kill Pest Control, Inc. \$ 290,000.00 (3 yrs 6 mos)  
Florence, WI **FY10-13** 100% Recovery Act Funds  
071I0200073 Pesticide  
Application Emerald Ash Borer  
Program
  - b. Owen West Tree Service, Inc. \$ 290,000.00 (3 yrs 6 mos)  
Attica, MI **FY10-13** 100% Recovery Act Funds  
071I0200073 Pesticide  
Application emerald Ash Borer  
Program
  - c. West Michigan Tree Services \$ 290,000.00 (3 yrs 6 mos)  
Grand Rapids, MI **FY10-13** 100% Recovery Act Funds  
071I0200073 Pesticide  
Application emerald Ash Borer  
Program
- 2) Various Tree Removal NOT TO EXCEED AN AGGREGATE  
Contracts OF \$290,000.00
  - a. Owen Tree Service, Inc. \$ 290,000.00 (3 yrs 6 mos)  
Attica, MI **FY10-13** 100% Recovery Act Funds  
071I0200074 Tree Removal  
Service Emerald Ash Borer  
Program
  - b. Wonsey Tree Service, Inc \$ 290,000.00 (3 yrs 6 mos)  
Alma, MI **FY10-13** 100% Recovery Act Funds  
071I0200074 Tree Removal  
Service Emerald Ash Borer  
Program

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

**SECTION VII - RELEASE OF FUNDS TO WORK ORDER**

**SECTION VIII - REVISION TO WORK ORDER**

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

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

# APPROVED

May 18, 2010

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the **Finance and Claims** Committee was held at **11:00 a.m.** on **May 18, 2010**. Those present being:

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

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

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

Others: Patrick F. Isom, Department of Attorney General; Carol Wolenberg, Department of Education; Sherry Bond, James Burris, Janet Rouse, Department of Technology, Management and Budget; Brian DeBano, Department of State; Claire Carter, Leon Hank, Department of Transportation; Katelyn Carey, Lt. Governor's Office

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The Finance and Claims Committee special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

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

05/18/2010 12:00 version

**FINANCE AND CLAIMS COMMITTEE**

May 18, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
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**STATE ADMINISTRATIVE BOARD**

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

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

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

1s. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- |    |  |  |
|----|--|--|
| 1) | Statewide Workforce<br>Development Boards<br>(Listing on file)             | \$ 1,000,000.00 Total<br><b>FY10-11</b> 80% General Fund<br>20% Federal Fund<br>John H Chafee Foster Care Funds<br>The Grantees will receive<br>funding to administer a Summer<br>Youth Employment program for<br>foster youth aged 14 and older<br>without a goal of reunification<br>with their families |
| 2) | Mr. Paul Arsenault for<br>Michigan Works! The Job<br>Force<br>Escanaba, MI | \$ 400,000.00 Total<br><b>FY10</b> 100% Federal Fund (WIA)<br>The Grantee will receive<br>federal funding to provide<br>retraining, job placement and<br>other services to dislocated<br>workers affected by plant<br>closures/mass layoffs in the<br>area(s) served by the Grantee                        |

1s. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH continued

- 3) Mr. Larry Emig for \$ 375,000.00 Total  
Michigan Works! West **FY10** 100% Federal Fund (WIA)  
Central The Grantee will receive  
Big Rapids, MI federal funding to provide  
retraining, job placement and  
other services to dislocated  
workers affected by plant  
closures/mass layoffs in the  
area(s) served by the Grantee

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

**SECTION V - DTMB SUBMITTED - NEW CONTRACTS**

2s. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

- 1) Elmer's Crane & Dozer Inc. \$ 295,300.00 (4 months)  
Traverse City, MI **FY10** 100% Federal Fund  
511R0200011 21AA Aggregate &  
23A Aggregate Gravel Production  
and Concrete Recycling

3s. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Cogent Systems \$ 5,206,101.00 (3 years)  
Dublin, OH **FY10-13** 100% General Funds  
071I0200033 Applicant  
Fingerprinting Service (Live  
Scan)
- 2) Various \$ 2,163,268.35 (4 years)  
(Listing on file) **FY10-14** 100% Various Funds  
*See Bid Tab for list of funds*  
071I0200017 Janitorial  
Services for the Metro Region

**SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES**

4s. **DEPARTMENT OF ENERGY LABOR AND ECONOMIC GROWTH**

- |    |                      |                  |                                |
|----|----------------------|------------------|--------------------------------|
| 1) | JP Morgan Chase Bank | \$ 2,500,000.00  | Amendment                      |
|    | Detroit, MI          | \$ 10,971,174.98 | New Total                      |
|    |                      | <b>FY10-11</b>   | 100% Federal Fund              |
|    |                      | 071B9200222      | Additional funding             |
|    |                      |                  | for a seven-month extension of |
|    |                      |                  | the contract for Banking       |
|    |                      |                  | Services for the Michigan      |
|    |                      |                  | Unemployment Agency            |

**SECTION VII - RELEASE OF FUNDS TO WORK ORDER**

**SECTION VIII - REVISION TO WORK ORDER**

**SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS**

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

**SECTION XI - SPECIAL ITEMS**

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

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Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of May 11, 2010, and the special meeting of May 18, 2010. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting of May 11, 2010, and the special meeting of May 18, 2010, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

# APPROVED

May 18, 2010

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources  
Committee was held at 3:30 p.m. on May 12, 2010. Those present  
being:

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

Member: Katelyn Carey, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

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

Others: Sherry Bond, Janet Rouse, Department of Technology, Management  
and Budget; Claire Carter, Connie Hanrahan, Jean Ingersoll, Betsy  
Steudle, Karen Watson, Department of Transportation

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There was no Department of Natural Resources and Environment, Mineral  
and Land Management Section agenda presented.

There was no Department of Natural Resources and Environment, Land  
and Water Management Division agenda presented.

The Department of Transportation regular agenda was presented.

Correspondence was received from Kirk T. Steudle, Director of the  
Department of Transportation, regarding retroactive Item 65 of the  
regular agenda.

Following discussion, Mr. Shell moved that the Transportation regular  
agenda be recommended to the State Administrative Board for approval  
with Items 32, 39, and 43 of the regular agenda contingent upon  
approval by the Office of Commission Audit; Item 39 contingent upon  
approval by the Attorney General; and Items 106, 113, 117, 126, and  
127 contingent upon receipt of a 10% over engineer's estimate letter.  
Supported by Ms. Carey, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

Continued on page two

Transportation and Natural Resources Committee Report  
May 18, 2010  
Page 2

*At the State Administrative Board meeting on May 18, 2010, Item 39 of the regular Transportation agenda was withdrawn by the Department of Transportation.*

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 12, 2010 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: May 18, 2010 - Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

**CONTRACTS**

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

Amendatory Contract (2008-0323/A1) between MDOT and the City of Charlevoix will increase the contract amount by \$14,699 due to higher than estimated costs associated with the airfield paint marking. The original contract provides for building demolition and site clearing, the installation of fencing, airport crack sealing and paint marking, and the purchase of snow removal equipment (sand spreader hopper, tractor, and loader sweeper attachment) at the Charlevoix Municipal Airport in Charlevoix, Michigan. The contract term remains unchanged, July 15, 2008, through July 14, 2028. The revised contract amount will be \$440,099. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$404,130	\$13,963	\$418,093
State Restricted Aeronautics Funds	\$ 10,635	\$ 368	\$ 11,003
City of Charlevoix Funds	<u>\$ 10,635</u>	<u>\$ 368</u>	<u>\$ 11,003</u>
Total	\$425,400	\$14,699	\$440,099

**Criticality:** The additional funding will cover the additional construction costs for the airfield paint marking. This work will enhance airport safety, in accordance with FAA guidelines.

**Purpose/Business Case:** To increase the contract amount by \$14,699 to cover higher than estimated costs associated with the airfield paint marking.

**Benefit:** Will enhance airport safety.

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49720.

2. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Hangar

Contract (2010-0257) between MDOT and the Luce County Board of Commissioners will provide federal and state grant funds for the construction of a box hangar at the Luce County Airport in Newberry, 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 \$306,545. Source of Funds: FAA Funds (via block grant) - \$291,217; State Restricted Aeronautics Funds - \$7,664; Luce County Funds - \$7,664.

**Criticality:** The box hangar will provide all-season shelter for based aircraft.

**Purpose/Business Case:** To provide for the construction of a box hangar.

**Benefit:** Will enhance aircraft operation safety.

**Funding Source:** 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Luce 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 construction was bid locally and awarded to the lowest bidder

**Selection:** N/A.

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

**Zip Code:** 49868.

3. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Airport Improvements

Contract (2010-0259) between MDOT and the St. Clair County Board of Commissioners will provide federal and state grant funds for the construction of drainage improvements on runway 4/22 at the St. Clair County International Airport in Port Huron, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$500,000. Source of Funds: FAA Funds (via block grant) - \$475,000; State Restricted Aeronautics Funds - \$12,500; St. Clair County Funds - \$12,500.

**Criticality:** This project will increase the safety margin for aeronautical activity by improving the storm drainage system on the runway.

**Purpose/Business Case:** To provide for the construction of drainage improvements on runway 4/22.

**Benefit:** Will enhance airport safety.

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

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

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

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were 15 bidders.

**Selection:** N/A.

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

**Zip Code:** 48074.

4. AERONAUTICS AND FREIGHT (Aeronautics) – Update of Airport Documents

Contract (2010-0260) between MDOT and Macomb Airway, Inc., will provide state grant funds for the update of the airport layout plan (ALP) and Exhibit A property map at the Ray Community Airport in Ray, Michigan. The contract will be in effect from the date of award through three years. The estimated project amount will be \$31,500. Source of Funds: State Restricted Aeronautics Funds - \$28,350; Macomb Airway, Inc., Funds - \$3,150.

**Criticality:** The ALP and Exhibit A documents will be updated to meet current state of Michigan airport licensing requirements. The updates will define the boundaries of the airport property and safety areas and will ensure that future development projects are designed and constructed to the latest federal and state standards.

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

**Benefit:** Will meet current state of Michigan licensing requirements.

**Funding Source:** 90% State Restricted Aeronautics Funds and 10% Macomb Airway, Inc., 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 state participation.

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

**Selection:** N/A.

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

**Zip Code:** 48096.

5. AERONAUTICS AND FREIGHT (Aeronautics) – Airport Layout Plan Update

Contract (2010-0261) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$7,050. Source of Funds: FAA Funds (via block grant) - \$6,697; State Bond Funds - \$176; Livingston County Funds - \$177.

**Criticality:** The update of the ALP will ensure that future development projects are designed and constructed to the latest federal and state standards.

**Purpose/Business Case:** To provide for the update of the ALP.

**Benefit:** Will meet current FAA standards and requirements.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% Livingston 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 MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 48855.

6. AERONAUTICS AND FREIGHT (Aeronautics) – Airfield Crack Sealing

Contract (2010-0264) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will provide federal and state grant funds for the undertaking of airfield crack sealing at the Oscoda-Wurtsmith Airport in Oscoda, 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 \$77,000. Source of Funds: FAA Funds (via block grant) - \$73,150; State Bond Funds - \$1,925; OWAA Funds - \$1,925.

**Criticality:** The FAA requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation.

**Purpose/Business Case:** To provide for the undertaking of airfield crack sealing.

**Benefit:** Will enhance airport safety.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% OWAA 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 project will be bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 48750.

7. AERONAUTICS AND FREIGHT (Aeronautics) – Drainage Improvements

Contract (2010-0265) between MDOT and the City of Dowagiac will provide federal and state grant funds for the design and construction of drainage improvements on runway 9/27 at the Dowagiac Municipal Airport in Dowagiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$157,900. Source of Funds: FAA Funds (via block grant) - \$150,005; State Bond Funds - \$3,947; City of Dowagiac Funds - \$3,948.

**Criticality:** This project will enhance aeronautical safety by improving the storm drainage system, in accordance with FAA safety standards.

**Purpose/Business Case:** To provide for the development of engineering plans for and the construction of drainage improvements on runway 9/27.

**Benefit:** Will enhance airport safety.

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49047.

\* Denotes a non-standard contract/amendment

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

Contract (2010-0267) between MDOT and the City of Grand Haven will provide federal and state grant funds for the design and construction of perimeter fencing (phase 1), the installation of a fuel system card reader, and the undertaking of airfield crack sealing and paint marking at the Grand Haven Memorial Airpark in Grand Haven, 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 \$117,000. Source of Funds: FAA Funds (via block grant) - \$93,600; State Bond Funds - \$20,475; City of Grand Haven Funds - \$2,925.

**Criticality:** The project will enhance airport safety for aeronautical activity, in accordance with FAA operational safety guidelines.

**Purpose/Business Case:** To provide for the development of engineering plans for and the construction of perimeter fencing (phase 1), the installation of a fuel system card reader, and the undertaking of airfield crack sealing and paint marking.

**Benefit:** Will enhance airport safety.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Grand Haven 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 perimeter fencing was bid through MDOT and awarded to the lowest bidder. There were eight bidders. The crack sealing and paint marking will be bid through MDOT and awarded to the lowest bidder. All consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49417.

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

Contract (2010-0268) between MDOT and the Wexford County Airport Authority (WCAA) will provide federal and state grant funds for the design for the rehabilitation of runway and taxiway lighting, including guidance signs, and for the undertaking of airfield paint marking 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 \$70,000. Source of Funds: FAA Funds (via block grant) - \$66,500; State Bond Funds - \$1,750; WCAA Funds - \$1,750.

**Criticality:** The project will enhance airport safety for aeronautical activity, in accordance with FAA operational safety guidelines.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of runway and taxiway lighting, including guidance signs, and for the undertaking of airfield paint marking.

**Benefit:** Will enhance airport safety.

\* Denotes a non-standard contract/amendment

**Funding Source:** 95% FAA Funds; 2.5% 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 construction will be bid through MDOT and awarded to the lowest bidder. The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49601.

10. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0270) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the land acquisition costs for parcels 90, 91, 92, 93, E97, E98, and E99 and for condemnation expenses for parcels 86, E87, E88, E89, E100, 103, E105, E106, and E108 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 \$1,500,000. Source of Funds: FAA Funds (via block grant) - \$1,425,000; State Bond Funds - \$37,500; Jackson County Funds - \$37,500.

**Criticality:** All land acquisition and easements are federally mandated to meet FAA safety requirements. It is required that all airports control safety areas and runway protection zones (RPZ) and maintain clear approaches. The property acquisition will meet this federal requirement for safety.

**Purpose/Business Case:** To provide for the land acquisition costs for parcels 90, 91, 92, 93, E97, E98, and E99 (including acquisition, closing, and relocation assistance) and for condemnation expenses for parcels 86, E87, E88, E89, E100, 103, E105, E106, and E108

**Benefit:** Acquiring the land will ensure that the airport is in compliance with FAA safety area requirements and is free of existing or future obstructions.

**Funding Source:** 95% FAA Funds; 2.5% 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.

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

Contract (2010-0272) between MDOT and the Oscoda County Board of Commissioners will provide federal and state grant funds for the development of engineering plans for the construction of runway 10/28, including medium intensity runway lights (MITL), apron, taxiway connector, entrance road, and approach clearing on parcels 3, 4 and 5, at the Oscoda County Airport in Mio, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$69,000. Source of Funds: FAA Funds (via block grant) - \$65,550; State Restricted Aeronautics Funds - \$1,725; Oscoda County Funds - \$1,725.

**Criticality:** The paving of this turf runway will improve efficiency, provide economic benefits, and enhance safety for ground personnel.

**Purpose/Business Case:** To provide for the development of engineering plans for the construction of runway 10/28, including medium intensity runway lights (MITL), apron, taxiway connector, entrance road, and approach clearing on parcels 3, 4 and 5.

**Benefit:** Will enhance airport safety.

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

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

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

**Cost Reduction:** The consultant 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:** 48647.

12. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of T-Hangar

Contract (2010-0274) between MDOT and the City of Clare will provide federal and state grant funds for the construction of a six-unit t-hangar (phase 2) at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$150,000. Source of Funds: FAA Funds (via block grant) - \$142,500; State Restricted Aeronautics Funds - \$3,750; City of Clare Funds - \$3,750.

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

**Purpose/Business Case:** To provide for the construction of a six-unit t-hangar (phase 2).

**Benefit:** Will provide locally-based aircraft with housing and protection from the environment.

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48617.

13. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Runway Rehabilitation

Contract (2010-0276) between MDOT and Marlette Township will provide federal and state grant funds for the development of engineering plans for the rehabilitation of runway 1/19 and 9/27 at the Marlette Township Airport in Marlette, 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 \$30,532. Source of Funds: FAA Funds (via block grant) - \$29,005; State Bond Funds - \$763; Marlette Township Funds - \$764.

**Criticality:** The existing runway pavements are in poor condition and in need of rehabilitation. This will reduce the potential for loose material to be ingested into jet engines, which could result in damage requiring costly repairs or in injuries to ground personnel.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of runway 1/19 and 9/27.

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

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% Marlette Township Funds.

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

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

**Cost Reduction:** The consultant 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:** 48453.

14. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58005-110433) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Company (GTW) will provide funding for the removal of side-of-street flashers and the addition of a cantilever at the GTW grade crossing of Erie Road in Monroe County, Michigan. The crossing is also interconnected with another railroad's tracks. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on January 5, 2010. The total cost of the project is estimated at \$226,912. Source of Funds: Federal Highway Administration (FHWA) Funds - \$136,147; FY 2010 State Restricted Trunkline Funds - \$90,765.

**Criticality:** In December 2009, members of a review team determined that side-of-street flashers needed to be removed and a cantilever needed to be added to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Purpose/Business Case:** To provide funding for the removal of side-of-street flashers and the addition of a cantilever at the existing grade crossing of GTW with Erie Road in Monroe County, Michigan.

\* Denotes a non-standard contract/amendment

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

**Funding Source:** FHWA Funds- \$136,147; FY 2010 State Restricted Trunkline Funds- \$90,765.

**Commitment Level:** The authorization cost is based on GTW's field estimate. All costs will be paid on a force account basis.

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

**Cost Reduction:** The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

**Selection:** N/A.

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

**Zip Code:** 48133.

15. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (58005-110442) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Company (GTW) will provide funding for the removal of side-of-street flashers and the addition of a cantilever at the GTW grade crossing of Luna Pier Road in Monroe County, Michigan. The crossing is also interconnected with another railroad's tracks. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on January 5, 2010. The total cost of the project is estimated at \$205,250. Source of Funds: Federal Highway Administration (FHWA) Funds - \$123,150; FY 2010 State Restricted Trunkline Funds - \$82,100.

**Criticality:** In December 2009, members of a review team determined that side-of-street flashers needed to be removed and a cantilever needed to be added to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Purpose/Business Case:** To provide funding for the removal of side-of-street flashers and the addition of a cantilever at the existing grade crossing of GTW with Luna Pier Road in Monroe County, Michigan.

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

**Funding Source:** FHWA Funds- \$123,150; FY 2010 State Restricted Trunkline Funds- \$82,100.

**Commitment Level:** The authorization cost is based on GTW's field estimate. All costs will be paid on a force account basis.

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

**Cost Reduction:** The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

**Selection:** N/A.

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

**Zip Code:** 48133.

16. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work  
Authorization (06010-110432) under Master Agreement (94-0810), dated July 15, 1994, between MDOT and Lake State Railway (Lake State) will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Worth Road in Arenac County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as part of MDOT’s annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Arenac County Road Commission and approved on October 28, 2009. The project cost is estimated at \$144,203.19. Source of Funds: Federal Highway Administration (FHWA) Funds - \$86,521.91; FY 2010 State Restricted Trunkline Funds - \$57,681.28.

**Criticality:** In October 2009, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Purpose/Business Case:** To provide funding for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of Lake State with Worth Road in Arenac County, Michigan.

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

**Funding Source:** FHWA Funds - \$144,203.19; FY 2010 State Restricted Trunkline Funds - \$57,681.28.

**Commitment Level:** The authorization cost is based on Lake State’s detailed estimate. All costs will be paid on a force account basis.

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

**Cost Reduction:** The work will be performed by Lake State on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Lake State and the Arenac County Road Commission.

**Selection:** N/A.

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

**Zip Code:** 48658.

17. \*EXECUTIVE (Office of Economic Development) – Increase Maximum Amounts, Extend Term

Amendatory Contract (2006-0483/A4) between MDOT and Michigan Fitness Foundation will increase the maximum amount of the indefinite delivery of services (IDS) contract by \$1,500,000 (to \$5,500,000), will increase the maximum amount of any single authorization by \$1,000,000 (to \$2,500,000), and will extend the contract term by one year to provide for the continuation of the support services for the Safe Routes to School (SR2S) Program. The original IDS contract provides for program development, project management, education and outreach, and technical assistance services to support the federal SR2S Program to be performed on an as needed/when needed basis. The revised contract term will be from March 1, 2006, through September 30, 2012. The revised maximum contract amount will be \$5,500,000. Source of Funds: Federal, state, or local funds, depending on the particular project authorized

**Criticality:** Completion of the work in the authorizations under this IDS contract is critical to MDOT’s ability to administer federal SR2S funding. The changes in this amendment are essential to the ability of the program to assist schools in utilizing the 100 percent federal funding that has been awarded to them for implementing the non-infrastructure components of their SR2S funding awards

**Purpose/Business Case:** To increase the maximum amount of the IDS contract by \$1,500,000 (to \$5,500,000), to increase the maximum amount of any single authorization by \$1,000,000 (to \$2,500,000), and to extend the contract term by one year to provide for the continuation of the support services for the Safe Routes to School (SR2S) Program.

**Benefit:** MDOT will be able to effectively manage the SR2S program and capitalize on the additional federal funding that has become available.

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

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

**Risk Assessment:** Without the change MDOT will not be able to effectively manage the SR2S program or to capitalize on the additional federal funding.

**Cost Reduction:** Actual cost reimbursement not to exceed the contract maximum amount. Hours are negotiated based on needed service.

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

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

**Zip Code:** 48909.

18. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization Revision (Z2/R7) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will increase the authorization amount by \$687,121 and will extend the authorization term by one year to provide for an additional year of assistance to MDOT in the development and implementation of the Safe Routes to School (SR2S) Program. The original authorization provides for program development, project management, education/outreach, and technical assistance services for schools, communities, and partner agencies for the federal Safe Routes to School (SR2S) Program. The revised authorization term will be August 10, 2006, through September 30, 2012. The revised authorization amount will be \$2,109,231.34. The contract term will be March 1, 2006, through September 30, 2012. Source of Funds: 100% Federal SR2S Program Funds.

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

**Purpose/Business Case:** To provide for continued SR2S Program assistance from MFF, including program development, project management, education and outreach, and technical assistance services to schools, communities, and partner agencies, and for additional training and outreach with local public health agencies through the Michigan Department of Community Health. The services will educate local public health agency professionals on SR2S so that they can become local SR2S resources to lead and assist in SR2S planning for schools within their jurisdictions. The SR2S program identifies and resolves problems that prevent children from safely walking or bicycling to school.

**Benefit:** This revision will allow MDOT to continue to meet the goals of the SR2S program.

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

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

**Risk Assessment:** If this revision is not approved, MFF will be unable to complete the work program under this authorization, which will affect the entire SR2S program in Michigan and could prevent MDOT from being able to administer the federal funding program as planned.

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

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

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

**Zip Code:** 48909.

19. HIGHWAYS – Time Extension

Amendatory Contract (2002-0648/A9) between MDOT and Hardesty & Hanover, LLP, will extend the contract term by three years to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the consultant to complete the re-evaluation of the Environmental Assessment (EA) and the Finding of No Significant Impact (FONSI) and to begin designing the new bridge in accordance with the existing alignment. The project was already in the design phase, but because of the high cost of right-of-way for one of the parcels, the Metro Region requested that the project be re-evaluated so that the new bridge could be designed to the existing alignment. The additional services were added through amendment 8, but the contract term was not extended through that amendment. The original contract provides for the performance of early preliminary engineering and design services (Phases I and II) for the replacement of the bascule bridge on M-85 (Fort Street) at the Rouge River in the City of Detroit, Wayne County (CS 82071 – JNs 54049 and 54049D). The revised contract term will be November 14, 2002, through June 1, 2013. The contract amount remains unchanged at \$5,152,194.86. Source of Funds: 80% Federal Highway Administration Funds, 17.5% State Restricted Trunkline Funds, and 2.5% City of Detroit (Act 51) Funds.

**Criticality:** Because the existing bridge is in poor condition, it was posted to a 20-ton load limit, and the number of lanes open to traffic was reduced from four to two. It is imperative that the replacement project remain on schedule for the construction of the new bridge in 2013 and 2014.

**Purpose/Business Case:** To extend the contract term by three years to provide sufficient time for the consultant to complete the re-evaluation of the EA and the FONSI and to begin designing the new bridge in accordance with the existing alignment.

**Benefit:** The amendment will provide sufficient time for the consultant to complete the services, including the design of the new bridge in accordance with the existing alignment. The project will produce a bridge in safe, operational condition for vehicular and navigational traffic.

**Funding Source:** 80% Federal Highway Administration Funds, 17.5% State Restricted Trunkline Funds, and 2.5% City of Detroit (Act 51) Funds.

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

**Risk Assessment:** If this amendment is not approved and the services are not performed at this time, the bridge will continue to deteriorate rapidly, which could necessitate closure of the bridge.

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

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

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

**Zip Code:** 48217.

20. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z3/R6) under Contract (2005-0125) between MDOT and Northwest Design Group, Inc., will extend the authorization term by approximately six months to provide sufficient time for the consultant to complete the design services. The additional time is needed because it was determined that a hydraulic survey and analysis were required for the project. The original authorization provides for the development of design plans for the removal of an unstable earthen fill, the replacement of the existing bridge with a new wooden arch bridge, and the performance of associated approach work on M-119 in Emmet County (CS 24051 – JN 57152C). The revised authorization term will be May 18, 2007, through December 31, 2010. The authorization amount remains unchanged at \$246,163.51. The contract term will be April 5, 2005, through December 31, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Criticality:** It is critical to extend the authorization term to allow the design services for the replacement of the bridge and the failing embankment on M-119 to be completed. The additional time is needed because it was determined that a hydraulic survey and analysis were required for the project. The design work cannot proceed until the analysis is completed.

**Purpose/Business Case:** To extend the authorization term by approximately six months to provide sufficient time for the consultant to complete the hydraulic survey and analysis.

**Benefit:** Will allow the design services to be completed.

**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 will not be able to complete the design services. If the project is not completed and the bridge and embankment are not replaced, they will continue to deteriorate, safety risks will continue to increase, and additional maintenance funds could be required to keep the road open.

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

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

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

**Zip Code:** 49723.

21. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0082/A2) between MDOT and Bergmann Associates, Inc., will extend the term of the indefinite delivery of service (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1). (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 December 21, 2005, through June 20, 2012. 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:** If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z1), and the design services under authorization (Z1) may not be completed.

**Purpose/Business Case:** To extend the term of the IDS contract by two years to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete ongoing services, including design services under authorization (Z1). No new authorizations will be issued under this IDS contract.

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

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

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

**Risk Assessment:** If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including design services under authorization (Z1).

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

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

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

**Zip Code:** 48909.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z1/R3) under Contract (2006-0082) between MDOT and Bergmann Associates, Inc., will extend the authorization term by two years to provide sufficient time for the consultant to complete the design services. The project was delayed because a funeral home had to be acquired in order for an intersection to be realigned within the project limits to improve traffic operations. The State Historic Preservation Office (SHPO) determined that the funeral home is a historic structure and that much of the Village of Manchester is historic. This determination triggered lengthy negotiations with SHPO and delayed gaining environmental clearance. The additional time will allow the consultant to complete the plans and submit final deliverables. The original authorization provides for reconstruction of M-52 between Austin Road and Geiske Road in the Village of Manchester, Washtenaw County (CS 81012 - JN 77662C). The revised authorization term will be January 6, 2006, through June 20, 2012. The authorization amount remains unchanged at \$729,499.38. The contract term is December 21, 2005, through June 20, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The additional time will allow the consultant to complete the design services and submit final deliverables. This project is included in MDOT's Five Year Plan.

**Purpose/Business Case:** To extend the authorization term by two years to provide sufficient time for the consultant to complete the design services. The additional time will allow the consultant to complete plans and submit final deliverables.

**Benefit:** The consultant will have sufficient time to complete the road design plans. The project will provide a safer and more efficient roadway.

**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, the consultant will be unable to complete the design work before the authorization expires. Completing the design work under a new authorization would take longer and be more costly.

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

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

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

**Zip Code:** 48158.

23. HIGHWAYS – IDS University Research Services

Authorization Revision (Z22/R1) under Contract (2006-0414) between MDOT and Michigan Technological University will extend the authorization term by one year to provide sufficient time for the university to collect additional data during the 2010 construction season. The additional time is needed because it was determined that one year of data collection does not provide sufficient information for the development of the carbon footprint impact methodology. The original authorization provides for the investigation of the carbon footprints associated with reconstructing and rehabilitating hot mix asphalt (HMA) and Portland cement concrete (PCC) pavements. The revised authorization term will be March 18, 2009, through May 31, 2011. The authorization amount remains unchanged at \$199,999.49. The contract term is July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The additional time is needed to allow the university to collect additional data needed for the development of a methodology for determining carbon footprint impacts. The project will help prepare MDOT to address future green initiative requirements.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the university to collect additional data for use in the development of a carbon footprint impact methodology.

**Benefit:** Will provide sufficient time for the university to complete the project with data from an additional construction season data.

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

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

**Risk Assessment:** If this revision is not approved, the university will not be able to collect sufficient data to develop an accurate methodology for determining carbon footprint impacts, and MDOT's readiness to address future green initiative requirements could be jeopardized.

**Cost Reduction:** Actual cost basis.

**Selection:** N/A.

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

**Zip Code:** 48909.

24. HIGHWAYS – Time Extension

Amendatory Contract (2007-0365/A2) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by approximately two months to provide sufficient time for the consultant to complete the services. The additional time is needed for the continuation of the aerial mapping and survey work, which was delayed because of inclement weather. The original contract provides for the development of a detailed engineering report for the widening and reconstruction of and the addition of a high occupancy vehicle (HOV) lane to the multi-lane urban freeway consisting of complex interchanges for I-75 from M-102 to south of 12 Mile Road, Oakland County (CS 63174 – JNs 45700 and 100948). The revised contract term will be October 22, 2007, through August 30, 2010. The contract amount remains unchanged at \$2,434,589.91. Source of Funds: 97.81% Federal Highway Administration Funds and 2.19% State Restricted Trunkline Funds.

**Criticality:** This amendment will provide the additional time needed for the consultant to complete the Phase 1 services.

**Purpose/Business Case:** To extend the contract term by approximately two months to provide sufficient time for the consultant to complete the services. The project will provide for the development of a detailed engineering report for the rehabilitation of I-75 from M-102 to south of 12 Mile Road in Oakland County. This information will aid in reducing the footprint developed in the Environmental Impact Statement (EIS) to minimize direct impacts, allow the development of viable construction alternatives with minimal disruption to the community, and allow MDOT to analyze the potential for possible independent projects within the corridor.

**Benefit:** This amendment will provide sufficient time for the consultant to complete required tasks. The information in the completed engineering report will allow further refinement of the footprint from the EIS and will allow MDOT to make informed decisions about the development of the construction staging and independent improvements in the corridor and to prepare the future financing for this project. It will also provide for continuing Context Sensitive Solutions opportunities for stakeholders.

**Funding Source:** 97.81% Federal Highway Administration Funds and 2.19% State Restricted Trunkline Funds.

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

**Risk Assessment:** If this amendment is not approved, the necessary engineering report cannot be completed, and federal funding could be lost.

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

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

**New Project Identification:** This is a rehabilitation project with the addition of a HOV lane.

**Zip Code:** 48075.

25. HIGHWAYS – Time Extension

Amendatory Contract (2007-0538/A7) between MDOT and University of Detroit Mercy will extend the contract term by approximately two months to provide sufficient time for the university to complete the projects. The additional time is needed to allow researchers to comply with new MDOT reporting requirements that were not in place when the project schedule was developed. The original contract provides for the development of cost-effective methods of maximizing the current transportation infrastructure, for the development of improved supply chain management through improved inter-modal connectivity, and for the development of affordable alternative sources of energy for vehicles and methods of fuel distribution. The revised contract term will be from May 1, 2007, through December 31, 2009, and from February 16, 2010, through August 31, 2010. The contract amount remains unchanged at \$723,434. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This amendment will provide the additional time needed for the university to complete final reporting in accordance with new requirements. This reporting is critical to the MDOT Office of Research & Best Practices oversight of research projects.

**Purpose/Business Case:** To provide sufficient time for the university to complete the research services, including the final reporting.

**Benefit:** Will provide sufficient time for the university to meet final reporting requirements for a project that supports innovation and technological advancement in the areas of alternative fuels, supply chain management, and transportation efficiency.

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

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

**Risk Assessment:** If this amendment is not approved, federal funding could be lost and the opportunity to realize cost savings from the research findings could be lost.

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

**Selection:** N/A.

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

**Zip Code:** 48221.

26. HIGHWAYS - Time Extension

Amendatory Contract (2007-0556/A1) between MDOT and URS Corporation Great Lakes will extend the contract term by approximately 18 months to provide sufficient time for the consultant to review documents and close out the construction engineering contract. The additional time is needed because of additional retaining wall work added to the construction contract and to resolve outstanding issues with public stakeholders. The original contract provides for the performance of as-needed construction engineering services for the Gateway Project (Bagley Avenue pedestrian bridge portion only) on I-75 from Clark Street to Rosa Parks Boulevard and on I-96 from I-75 west to Warren Avenue in the City of Detroit, Wayne County. The revised contract term will be July 17, 2007, through January 31, 2012. The contract amount remains unchanged at \$1,199,817.61. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This contract is for as-needed construction engineering oversight and inspection services. In order to meet the project schedule, it is necessary to extend the contract term. This will allow the consultant to complete the project close-out services.

**Purpose/Business Case:** To extend the contract term by approximately 18 months to provide sufficient time for the consultant to review documents and close out the construction engineering contract.

\* Denotes a non-standard contract/amendment

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

**Funding Source:** 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:** Failure to approve this amendment could result in the loss of federal participation on this project.

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

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

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

**Zip Code:** 48216.

27. \*HIGHWAYS - IDS Time Extension

Amendatory Contract (2007-0578/A1) between MDOT and Employment Research Corporation will extend the term of the indefinite delivery of services (IDS) contract by approximately seven months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z3), for which additional time is needed to assist the Office of the Attorney General, Transportation Division, in ongoing litigation work. The original contract provides for expert witness services, including research and investigatory 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 June 8, 2007, through December 31, 2010. The maximum contract amount remains unchanged at \$2,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** It is critical that this extension be approved to assist the Office of the Attorney General, Transportation Division, in providing expert witness services. Because of ongoing litigation, it is imperative that this extension be approved and processed as soon as possible.

**Purpose/Business Case:** To extend the contract term to provide sufficient time for the consultant to complete ongoing litigation work under authorization (Z3). No new authorizations will be issued under this IDS contract.

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

**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:** Failure to extend the expiration date would allow the contract to terminate and not allow ongoing authorizations issued under it to be extended.

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

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

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

**Zip Code:** 48909.

28. HIGHWAYS - IDS Claims Review Services

Authorization Revision (Z3/R1) under Contract (2007-0578) between MDOT and Employment Research Corporation will extend the authorization term by approximately seven months to provide sufficient time for the consultant to complete the services. The additional time is needed because the litigation is now in appeals court. The original authorization provides for expert witness services to be performed on an as-needed basis for the Office of the Attorney General. The revised authorization term will be July 17, 2007, through December 31, 2010. The authorization amount remains unchanged at \$29,409.75. The contract term will be June 8, 2007, through December 31, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** It is critical that this authorization revision be approved to assist the Office of the Attorney General, Transportation Division, in providing expert reports and trial testimony. Because of ongoing litigation, it is imperative that this authorization revision be approved and processed as soon as possible.

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

**Benefit:** The Office of the Attorney General will have the needed professional services to support its legal work for MDOT related to the case.

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

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

**Risk Assessment:** If this revision is not approved, the consultant cannot complete the services and the Office of the Attorney General will not have the professional services needed to support its legal work for MDOT related to the case.

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

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

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

**Zip Code:** 48909.

29. HIGHWAYS - IDS Time Extension

Amendatory Contract (2007-0588/A2) between MDOT and Bergmann Associates, Inc., will extend the term of the indefinite delivery of service (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z4). (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 June 19, 2007, through June 18, 2012. 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:** If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z4), and the design services under authorization (Z4) may not 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 provide sufficient time for the consultant to complete ongoing services, including design services under authorization (Z4). 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.

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including design services under authorization (Z4).

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

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

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

**Zip Code:** 48909.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z4/R1) under Contract (2007-0588) between MDOT and Bergmann Associates, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The project letting was deferred from a fiscal year (FY) 2010 letting to a FY 2012 letting. Therefore, design plans were halted at 80 percent complete. The additional time is needed to allow the consultant to complete the plans and submit final deliverables. The original authorization provides for design services to be performed for the rehabilitation/reconstruction of M-37/M-43 (State Street) to North Street, Barry County (CS 08012 - JN 83975C). The revised authorization term will be October 17, 2007, through June 18, 2012. The authorization amount remains unchanged at \$425,199.35. The contract term is June 19, 2007, through June 18, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The design plans had been developed to the post plan review stage when the project was reprogrammed from a FY 2010 letting to a FY 2012 letting. (The project was deferred as part of a plan to achieve statewide goals.) Extending the existing authorization is the most efficient use of MDOT resources, as the project is substantially complete. The additional time will allow the consultant to complete the design services and submit final deliverables.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services.

**Benefit:** Approving this extension will allow the consultant to complete the road design plans. The project will provide a safer and more efficient roadway.

**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, the consultant will be unable to complete the design work before the authorization expires. Completing the design work under a new authorization would take longer and be more costly.

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

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

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

**Zip Code:** 49058.

31. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2007-0628/A4) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the contract amount by \$575,150.56. The additional work will include the design for an additional screen wall being added to the project as a result of the substantial public involvement and context sensitive solutions efforts. Also, the scope of work for the pedestrian structures in the corridor (designed by MDOT) has changed from rehabilitation to replacement. The consultant must modify the approach and maintaining traffic plans as a result of this change. In addition, the letting date for the construction of other structures in the corridor was changed from June 2010 to September 2010, which will require additional coordination with the road projects and modification to the plans. The original contract provides for the performance of design services for the rehabilitation of M-39 and the rehabilitation of 21 bridges over M-39 from I-94 northerly to McClung Street in the Cities of Detroit and Southfield, Wayne and Oakland Counties. The contract term remains unchanged, February 22, 2008, through April 1, 2011. The revised contract amount will be \$6,737,466.03. Source of Funds: 81.21% Federal Highway Administration Funds and 18.79% State Restricted Trunkline Funds.

**Criticality:** In order to meet the project schedule and to address the safety needs of the M-39 corridor, it is necessary to add this work to the existing consultant contract. This project is critical because M-39 is a major north/south arterial roadway with high traffic volumes. This roadway is also used as a designated detour route when adjacent major trunkline routes (I-96, I-94, M-10, and I-75) are under construction. Concrete has fallen from the undersides of bridge decks along this corridor, and major rehabilitation of the bridges is needed to ensure long-term safety.

**Purpose/Business Case:** To provide for the performance of additional design services, including design work for an additional screen wall, modification of the approach and maintaining traffic plans, and modifications to plans and additional project coordination with other construction projects in the corridor.

**Benefit:** To improve the pavement ride and the condition and safety of the roadway. This project will also reduce long term maintenance costs, impacts to mobility, and impacts to local businesses in this area.

**Funding Source:** 81.21% Federal Highway Administration Funds and 18.79% 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 work is not performed at this time, the roadway and structures will continue to deteriorate to the point at which the roadway can no longer be maintained as operational, and safety and mobility may be jeopardized.

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

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

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

**Zip Code:** 48219 and 48235.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2008-0547) between MDOT and Coleman Engineering Company will provide for as-needed geotechnical engineering services, including geotechnical investigations, to be performed in the Superior Region. The work items will include soil boring and soil testing. The authorization will be in effect from the date of award through October 20, 2011. The authorization amount will be \$124,942.25. The contract term is October 21, 2008, through October 20, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

**Purpose/Business Case:** To provide for as-needed geotechnical engineering services, including soil boring and soil testing, to be performed in the Superior Region.

**Benefit:** Will provide geotechnical engineering services required to obtain information about the physical properties of the project sites, including soil conditions, needed to design and construct the projects and to meet state and federal guidelines.

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

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

**Risk Assessment:** If the geotechnical engineering services are not provided, the projects will lack needed information about the site conditions, including soil conditions, which could result in substandard work. Failure to provide the geotechnical engineering services could result in the loss of federal participation on these 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 a not new project.

**Zip Code:** 49829.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2009-0059) between MDOT and Capital Consultants, Inc., dba C2AE will provide for design services to be performed for the rehabilitation of three pump stations in the City of Detroit, Wayne County (CS 82900 - JN 103729C). The work will include the performance of design pick-up surveys, conduct of drainage studies, preparation of required plans, and computation and verification of all plan quantities. The authorization will be in effect from the date of award through November 17, 2011. The authorization amount will be \$291,599.25. The contract term is November 18, 2008, through November 17, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds

**Criticality:** The pump stations along the state highways are responsible for the immediate draining away of water from the roadways during and after rainfall. Most of the pump stations were built between the 1940s and the 1960s and have outlived their design lives of about 20 years. MDOT is currently rehabilitating these critical facilities in batches.

**Purpose/Business Case:** To provide for design services to be performed for the rehabilitation of three pump stations in the City of Detroit.

**Benefit:** The pump stations will be updated to keep them working properly. Failure of the pump stations could result in roadway flooding and increased risks to motorists and property.

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

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

**Risk Assessment:** If the pump stations are not rehabilitated, they could fail. Pump station failure could result in roadway flooding, destruction of property, and unsafe conditions for motorists and could require the freeways to be shut down until the water drains away naturally.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48206.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2009-0059) between MDOT and Capital Consultants, Inc., dba C2AE will provide for design services to be performed for the rehabilitation of three pump stations in the City of Detroit, Wayne County (CS 82900 - JN 103727C). The work will include the performance of design pick-up surveys, conduct of drainage studies, preparation of required plans, and computation and verification of all plan quantities. The authorization will be in effect from the date of award through November 17, 2011. The authorization amount will be \$235,959.58. The contract term is November 18, 2008, through November 17, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** The pump stations along the state highways are responsible for the immediate draining away of water from the roadways during and after rainfall. Most of the pump stations were built between the 1940s and the 1960s and have outlived their design lives of about 20 years. MDOT is currently rehabilitating these critical facilities in batches.

**Purpose/Business Case:** To provide for design services to be performed for the rehabilitation of three pump stations in the City of Detroit.

**Benefit:** The pump stations will be updated to keep them working properly. Failure of the pump stations could result in roadway flooding and increased risks to motorists and property.

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

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

**Risk Assessment:** If the pump stations are not rehabilitated, they could fail. Pump station failure could result in roadway flooding, destruction of property, and unsafe conditions for motorists and could require the freeways to be shut down until the water drains away naturally.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48206.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2009-0068) between MDOT and Spalding DeDecker Associates, Inc., will provide for as-needed construction staking services to be performed for road and bridge construction projects in Arenac, Bay, and Saginaw Counties administered by the Bay City Transportation Service Center (TSC). The work will include staking services during construction and office work to closeout projects after construction. The authorization will be in effect from the date of award through November 17, 2011. The authorization amount will be \$249,493.86. The contract term is November 18, 2008, through November 17, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, FHWA Funds/American Recovery and Reinvestment Act of 2009 (ARRA), State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

**Funding Source:** FHWA Funds, FHWA Funds (ARRA), State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

\* Denotes a non-standard contract/amendment

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48706.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2009-0137) between MDOT and URS Corporation Great Lakes will provide for the performance of design services for the development of contract documents for a design/build project for M-20 over Schrader Creek, Mecosta County (CS 54022 - JN 73737C). The design/build project will solve problems with roadway flooding and improve the safety of the roadway. The authorization will be in effect from the date of award through January 25, 2015. The authorization amount will be \$214,696.48. The contract term is January 26, 2009, through January 25, 2015. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** The M-20 roadway at Schrader Creek floods during heavy rainfall. When the roadway floods, the road can become impassable and require closure. The design/build project will solve the flooding problems and improve the safety of the roadway.

**Purpose/Business Case:** To provide for the performance of design services for the development of contract documents for a design/build contract for M-20 at Schrader Creek, Mecosta County. Under the design/build process, qualified bidders will provide plans for the construction of a new roadway and two new bridges.

**Benefit:** The design/build project will provide a solution to flooding problems and improve the safety of the roadway.

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

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

**Risk Assessment:** If this authorization is not approved and the services are not performed, an opportunity could be lost to solve problems with roadway flooding and improve the safety of the roadway.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 49342.

37. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2009-0442) between MDOT and Surveying Solutions, Inc., will provide for as-needed construction staking services to be performed at various locations in the Taylor Transportation Service Center (TSC) service area, Wayne County. The work items will include construction staking, right-of-way surveys, and documentation of all field notes. The authorization will be in effect from the date of award through May 19, 2012. The authorization amount will be \$422,979.75. The contract term is May 20, 2009, through May 19, 2012. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

**Purpose/Business Case:** To provide for as-needed construction staking services to be performed at various locations in the Taylor TSC service area.

\* Denotes a non-standard contract/amendment

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

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

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

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

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48075.

38. HIGHWAYS – Time Extension

Amendatory Contract (2009-0665/A1) between MDOT and Corven Engineering, Inc., will extend the contract term by three months to provide sufficient time for the consultant to complete the inspection report, scoping report, and maintenance manual. The additional time is needed because the development of the maintenance manual is more time consuming than originally anticipated. The original contract provides for the performance of engineering inspection services for the Zilwaukee Bridge on I-75/US-23 over the Saginaw River, Saginaw County (CS 73112 - JN 1071720). The revised contract term will be September 15, 2009, through September 30, 2010. The contract amount remains unchanged at \$759,549.19. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** The contract will expire on June 30, 2010. The additional time will allow the consultant to complete the inspection report, scoping report, and maintenance manual.

**Purpose/Business Case:** To extend the contract term by three months to provide sufficient time for the consultant to complete the inspection report, scoping report, and maintenance manual. The time is needed because the development of the maintenance manual is more time consuming than originally anticipated. Bridge records are currently being stored in numerous locations in the Bay Region and in Lansing, and a concerted effort was required for the consultant to locate all documents.

**Benefit:** The amendment will allow the consultant to complete the inspection report, scoping report, and maintenance manual to provide MDOT with the most cost effective alternatives to best manage 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:** The inspection report, scoping report, and maintenance manual provide critical information on bridge conditions and needed work. If this amendment is not approved and the project is not completed, MDOT may not have the information it needs to make informed decisions about the management and maintenance of the bridge.

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

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

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

**Zip Code:** 48604.

39. \*HIGHWAYS - Design Engineering Services

Contract (2009-0734) between MDOT and Hubbell, Roth and Clark, Inc., will provide for design services to be performed for the rehabilitation of US-24 from North Telegraph Road to I-75, Oakland County (CS 63053 - JN 89092C). The work items include preparing required plans, maintaining traffic and construction staging plans, permanent non-freeway signing plans, right-of-way plans, and pavement marking plans; performing surveys, and drainage studies; and solving any problems that may arise during the design of the project. The contract will be in effect from the date of award through June 30, 2014. The contract amount will be \$1,588,786.52. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** The roadway pavement is in very poor condition with several drainage issues and concerns. Geometrics need to be upgraded to current federal/state standards.

**Purpose/Business Case:** To provide for design services to be performed for the rehabilitation of US-24 from North Telegraph Road to I-75, Oakland County.

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

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

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

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

**Cost Reduction:** Costs in professional services contracts are 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:** 48341.

40. HIGHWAYS – IDS Engineering Services

Authorization (Z4) under Contract (2010-0150) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed for the reconstruction of M-153 from Venoy Road to Arcola Avenue in the Cities of Westland and Garden City, Wayne County (CS 82081 – JN 80918A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record-keeping, and assisting in the finalizing of project documentation. The authorization will be in effect from the date of award through March 21, 2013. The authorization amount will be \$523,808.23. The contract term is March 22, 2010, through March 21, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Construction engineering services are required during construction by federal law. The consultant will ensure that the construction project meets all federal and state requirements

**Purpose/Business Case:** To provide for full construction engineering services to be performed for the pavement repair, milling, and resurfacing of M-153 from Venoy Road to Arcola Avenue in the Cities of Westland and Garden City, Wayne County.

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

\* Denotes a non-standard contract/amendment

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

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

**Selection:** Qualifications-based Selection

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

**Zip Code:** 48135.

41. \*HIGHWAYS - Construction Engineering Services

Contract (2010-0239) between MDOT and Great Lakes Engineering Group, LLC, will provide for as needed inspection and testing services to be performed for construction projects in the Metro Region, primarily in Wayne County. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The contract amount will be \$999,360.75. The contract will be in effect from the date of award through November 30, 2011. Source of Funds: Federal Highway Administration Funds/American Recovery and Reinvestment Act 2009 (ARRA), State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

**Funding Source:** Federal Highway Administration Funds/ARRA, 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 these services are not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48216.

42. HIGHWAYS - IDS Engineering Services

Contract (2010-0262) between MDOT and 5 Star Development, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

43. HIGHWAYS – IDS Engineering Services

Contract (2010-0277) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed for the replacement, rehabilitation, and/or repair of 11 structures along I-75 in the Bay Region, Bay County (CS 09035 – JNs 108681D and 108781D). The work items will include hydraulic and scour analysis and design work for bridge replacement, deep overlay and shoulder widening, railing replacement, substructure patching, thriebeam retro-fit steel repairs, painting, pin and hanger replacement, and bridge approach work. The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$1,390,367.69. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** The structures are in poor condition and need to be rehabilitated to meet current structural load ratings.

**Purpose/Business Case:** To provide for design services to be performed for the replacement, rehabilitation, and/or repair of 11 structures along I-75 in the Bay Region. The structures, which are 42 years old, must be replaced, rehabilitated, or repaired to ensure motorist safety and promote structural longevity.

**Benefit:** The project will ensure that the bridges are safe for vehicular travel.

**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 contract is not approved and the project is not completed, the bridges will continue to deteriorate and could become hazardous for vehicular traffic.

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

**Selection:** Qualifications-based.

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

**Zip Code:** 48650.

44. HIGHWAYS - IDS Engineering Services

Contract (2010-0289) between MDOT and HDR Michigan, 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.

45. HIGHWAYS - IDS Engineering Services

Contract (2010-0290) between MDOT and Value Management Strategies, 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.

46. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2010-5294) between MDOT and the Berrien County Road Commission will provide for participation in the following improvements:

Single course chip seal work along Britain Avenue from the east city limits of Benton Harbor easterly to Paul Avenue.

Estimated Funds:

Federal Highway Administration Funds	\$73,487
Berrien County Road Commission Funds	<u>\$16,296</u>
Total Funds	<u>\$89,783</u>

STUL 11400 - 109481  
 Local Force Account

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

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

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

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

**Commitment Level:** \$73,665 not to exceed 81.85% federal and the balance by Berrien County Road Commission.

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

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

**Selection:** N/A.

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

**Zip Code:** 49022.

47. HIGHWAYS - Participation for Local Agency Construction Contract  
 Amendatory Contract (2010-5308) between MDOT and the Village of Ovid will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

Drain enclosure and radius widening work along Williams Street over the Munsil and Jackson Drain.

The purpose of this amendment is to provide for an increase in the state participation ratio from 80 percent to 100 percent to be applied to the eligible items of the project cost in order to allow MDOT to follow through on its intent to provide a specific degree of financial assistance to the Village for the project. The maximum amount of State TED Funds remains unchanged at \$68,000. TED Category A projects require a minimum 20 percent local match. The local match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering,

Estimated Funds:

State Restricted TED Funds	\$68,000
Village of Ovid Funds	<u>\$27,400</u>
Total Funds	<u>\$95,400</u>

EDA 23522 – 107505; Clinton County  
Amendment

**Criticality:** The project was let in March 2010. Delaying this amendment would keep MDOT from providing the intended degree of financial assistance to the Village for the project.

**Purpose/Business Case:** To amend the original contract to increase the state participation ratio from 80 percent to 100 percent to be applied to the eligible items of the project cost with the maximum amount of State TED Funds remaining at \$68,000.

**Benefit:** MDOT can provide the specific degree of financial assistance intended for the project.

**Funding Source:** State TED Funds and Village of Ovid Funds.

**Commitment Level:** 100% state up to \$68,000 and the balance by the Village of Ovid; based on estimate.

**Risk Assessment:** Without this amendment, the project will receive the correct amount of financial assistance that MDOT intended to provide.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 48866.

48. HIGHWAYS - Participation for Local Agency Construction Contract

Amendatory Memorandum of Understanding (2010-5328) between MDOT and the Michigan Department of Natural Resources and Environment (MDNRE) will provide for participation in the following improvements utilizing Federal American Recovery and Reinvestment Act of 2009 (ARRA) Funds:

Non-motorized pathway work for the Mackinaw City Rail Trail from Trails End Drive northeasterly to Highway I-75 at Shepler Drive then southerly to the Highway US-23 business route, including grading, sidewalk, and picnic pavilion work.

The purpose of this amendment is to provide for the non-federally participating construction engineering, construction materials testing, and inspection work to be performed by MDOT on behalf of MDNRE and the increase in the estimated project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds (ARRA)	\$881,400	\$ 0	\$881,400
MDNRE Funds	\$ 0	<u>\$80,000</u>	<u>\$ 80,000</u>
Total Funds	<u>\$881,400</u>	<u>\$80,000</u>	<u>\$961,400</u>

ARE 16031 – 106027; Emmet and Cheboygan Counties  
Amendment

\* Denotes a non-standard contract/amendment

**Criticality:** This amendment will allow MDOT to assist MDNRE with this project, which was let in March 2010, by performing the construction engineering, construction materials testing, and inspection work. The costs will be charged 100 percent to the MDNRE.

**Purpose/Business Case:** To amend the original contract to allow MDOT to perform the non-federally participating construction engineering, construction materials testing, and inspection work on behalf of MDNRE for the project and to bill MDNRE for the cost of this work.

**Benefit:** Will allow the project to proceed.

**Funding Source:** Federal ARRA Funds and MDNRE Funds.

**Commitment Level:** \$900,000 not to exceed 100% federal and the balance by the MDNRE.

**Risk Assessment:** Without this amendment, MDNRE will not be able to proceed with the project.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 49701.

49. HIGHWAYS (Real Estate) - IDS Title Services

Contract (2010-0238) between MDOT and Mt. Pleasant Abstract & Title, Inc., will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

Contract (2010-0241) between MDOT and Northern Michigan Real Estate Consultants 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.

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

Contract (2010-0242) between MDOT and Oetzel-Hartman Group 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.

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

Contract (2010-0243) between MDOT and Charles F. Walker 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.

\* Denotes a non-standard contract/amendment

53. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2010-0244) between MDOT and Wieme, Rende & 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.
54. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2010-0245) between MDOT and Peggy Young & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
55. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2010-0247) between MDOT and Harvey Deson 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.
56. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2010-0248) between MDOT and Gerald Alcock Company, 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.
57. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2010-0249) between MDOT and Piazza Appraisal Service 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.

58. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2010-0250) between MDOT and Continental Valuations, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
59. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2010-0251) between MDOT and Robert R. Davis 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.
60. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2010-0252) between MDOT and The Harbin Group 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.
61. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2010-0254) between MDOT and L. R. Parker & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
62. HIGHWAYS (Real Estate) - IDS Title Services  
Contract (2010-0255) between MDOT and Bay Title & Abstract, Inc., will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

63. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2010-0271) between MDOT and West State Wide Real Estate, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

64. PASSENGER TRANSPORTATION - Section 5304 Program  
Project Authorization (Z11) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in East Lansing, will provide federal funds and local matching funds under the FY 2010 Federal Section 5304 State Planning and Research Program for a statewide transit conference geared toward advancing public transit in the State of Michigan; for frontline training for drivers, dispatchers, and supervisors; for a vehicle and equipment seminar to provide training for maintenance staff; for a bus rodeo to showcase small bus drivers' driving skills and knowledge; for accounting training geared toward managers, accountants, and bookkeepers that will teach the fundamentals of transit accounting; and for a rural transit managers workshop that will provide training specific to rural transit providers and specialized transit providers. The authorization will be in effect from October 1, 2009, through September 30, 2010. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$102,600. The term of the master agreement is from March 30, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$82,080; MPTA Funds - \$20,520.

**Criticality:** This authorization will provide funding for safety training for drivers, dispatchers, maintenance employees, and other transit personnel and for other transit-related seminars on topics critical to transit operations.

**Purpose/Business Case:** To provide funding under the FY 2010 Federal Section 5304 State Planning and Research Program for a statewide transit conference geared toward advancing public transit in the state of Michigan.

**Benefit:** Improved transportation services.

**Funding Source:** FTA Funds - \$82,080; MPTA Funds - \$20,520.

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

**Risk Assessment:** The risk of not approving this authorization 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 a new project.

**Zip Code:** 48909.

65. \*PASSENGER TRANSPORTATION – Midwest Regional Rail Initiative

**Retroactive** Memorandum of Understanding (MOU) (2010-0129) between MDOT and the Wisconsin Department of Transportation (WDOT) will provide for continued participation in the Midwest Regional Rail Initiative (MWRRI), undertaken by the states of Michigan, Illinois, Iowa, Indiana, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin in partnership with the National Railroad Passenger Corporation (Amtrak) (322 days retroactive). The initiative began in 1996 and has produced a business plan and a work plan for a multi-state regional rail passenger system hubbed in Chicago. WDOT serves as the lead agency for the MWRRI, as set forth in Memorandum of Agreement (2002-0288), which documents the voluntary collaborative efforts of the participating states to perform the duties and activities necessary for the continued development of high-speed rail service in the Midwest Region of the United States. This MOU will allow MDOT to continue to provide financial support for ongoing activities of the MWRRI. The MOU will be in effect from July 1, 2009, through June 30, 2010. The MOU amount will be \$33,000. Source of Funds: FY 2010 Federal Highway Administration (FHWA) Funds - \$26,400; FY 2010 State Restricted Comprehensive Transportation Funds - \$6,600.

This MOU is retroactive because MDOT and WDOT were in negotiations through FY 2009; once negotiations were completed, the parties needed approval to use FY 2010 federal funds. Approval to use FY 2010 federal funds for this project was granted in March 2010.

**Criticality:** Approval of this MOU will allow the MWRRI to continue its efforts for the development of high-speed passenger rail service in the Midwest.

**Purpose/Business Case:** To provide funding for the continuing development of a comprehensive plan for the development of high-speed rail service in the Midwest.

**Benefit:** Will provide a systematic plan for the development and expansion of high-speed passenger rail service in the Midwest.

**Funding Source:** FHWA Funds (State Planning and Research Program) - \$26,400; FY 2010 State Restricted Comprehensive Transportation Funds - \$6,600.

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

**Risk Assessment:** If the MOU is not approved, MDOT will no longer be able to participate in the MWRRI.

**Cost Reduction:** This collaborative effort with multiple participants is cost effective and produces unlimited efficiencies (schedules, equipment, etc.).

**Selection:** N/A.

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

**Zip Code:** 48909.

66. PASSENGER TRANSPORTATION - Rideshare Program

Contract (2010-0168) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide federal funds for the continuation of the local rideshare program for FY 2011 under the FY 2010 Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program. AATA will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute. This reduces energy consumption, traffic congestion, air pollution, and parking problems while making the roadways safer by reducing the number of vehicles using them. The contract will be in effect from October 1, 2010, through September 30, 2011. The contract amount will be \$432,250. Source of Funds: Federal Highway Administration (FHWA) Funds - \$432,250.

**Criticality:** Approval of this contract is critical to the continuation of rideshare services that enable people to get to work, alleviate congestion and pollution, and improve safety on roadways.

**Purpose/Business Case:** To provide for the continuation of rideshare recruitment and matching services in the counties served by AATA.

**Benefit:** Will provide transportation to jobs and reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making the roadways safer by reducing the number of vehicles using them.

**Funding Source:** FHWA Funds - \$432,250.

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

**Risk Assessment:** The risks of not continuing the program are the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

**Cost Reduction:** AATA will accomplish program objectives using internal support staff for the design and production of all program materials.

**Selection:** N/A.

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

**Zip Code:** 48104.

67. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2007-0599/A3) between MDOT and Center for Automotive Research (CAR) will extend the contract term by one year to provide sufficient time for the consultant to complete the services. The contract was delayed by programmatic issues at the federal level.

The original contract provides for assistance in the development of Intelligent Transportation System (ITS) strategies and coordination with the automotive and telecommunications industries. The revised contract term will be July 13, 2007, through September 30, 2011. The contract amount remains unchanged at \$875,000. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The amendment will provide sufficient time for CAR to complete the requirements of the contract. The contract provides for continued assistance in the development of strategic planning tools for ITS. The services help Michigan to maintain its place as a leader in Vehicle Infrastructure Integration (VII) development.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for CAR to complete the services. The contract provides for assistance in the development of ITS strategies and coordination with the automotive and telecommunications industries.

**Benefit:** Will provide sufficient time for the consultant to complete the services. The contract provides for the continued development and deployment of ITS and VII technologies in Michigan to improve roadway safety and mobility and help Michigan to retain its role as a leader in ITS and VII research and deployment.

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

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

**Risk Assessment:** If this amendment is not approved, the consultant cannot complete the services, an opportunity could be lost to develop and deploy ITS and VII technologies in Michigan to improve roadway safety and mobility, and Michigan could risk losing its leadership role in ITS and VII technology deployment and development.

**Cost Reduction:** N/A.

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

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

**Zip Code:** 48108.

68. TRANSPORTATION PLANNING – Freight Mobility and Access Study  
Authorization (Z21) under Master Agreement (2009-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the conduct of a freight mobility and access study for the SEMCOG area. The study will help regional planners to address freight vehicle accessibility and mobility, traffic operation, and congestion management strategies in the region. The authorization will be in effect from date of award through September 30, 2010. The authorization amount will be \$250,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements 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:** SEMCOG helps MDOT to manage freight movement and accessibility in Southeast Michigan. The freight mobility and access study will help local communities to better manage land use and transportation access within their boundaries.

**Benefit:** This study will help transportation professionals and local community planners in Southeast Michigan to realize the benefits of efficient freight movement through the transportation planning process. Better access management will lead to better traffic flow along the corridors, which will reduce traffic congestion, improve air quality, and improve roadway safety.

**Funding Source:** Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** If this authorization is not approved and the services are not performed, an opportunity could be lost to help local communities to better manage land use and transportation access, and federal funds could 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:** 48226.

69. TRANSPORTATION PLANNING - IDS Planning Services  
Authorization (Z2) under Contract (2009-0216) between MDOT, the Michigan Research Institute (MRI), a non-profit organization, and the City of Wixom will provide for the development of a plan to improve transportation funding distribution along the I-275/M-5 corridor. The authorization will be in effect from the date of award through January 31, 2011. The authorization amount will be \$247,233. The contract is in effect from July 27, 2009, through July 26, 2011. 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 a needs assessment of the distribution of transportation funding in the I-275/M-5 corridor.

**Benefit:** Will provide a final 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.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If the authorization is not approved and the services are not provided, federal funds could be lost.  
**Cost Reduction:** None.  
**Selection:** N/A (federal earmark grant).  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48393.

70. \*TRANSPORTATION PLANNING – Development of State Rail Plan

Contract (2010-0263) between MDOT and HNTB Michigan, Inc., will provide for the development of a State Rail Plan for Michigan. The plan will include a long-range service and investment program, a list of rail capital projects, and analysis of rail capacity and congestion effects, regional balance, environmental, economic and employment impacts, and passenger rail services. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$576,848.59. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Comprehensive Transportation Funds.

**Criticality:** The Federal Passenger Rail Investment and Improvement Act of 2008 requires each state to prepare a State Rail Plan. It is critical that MDOT have a State Rail Plan in place in order to apply for federal rail funds in mid-2011.

**Purpose/Business Case:** To provide for the development of a State Rail Plan, as required by federal law. The Plan will set forth state policy regarding freight and passenger rail transportation, including commuter rail operations. It will present priorities and strategies to enhance and preserve rail service that benefits the public and will serve as the basis for federal and state rail investments in Michigan.

**Benefit:** MDOT will qualify to apply for federal funds to improve rail infrastructure and services in Michigan. MDOT will have an inventory of the state rail transportation system, services, and facilities and analysis of rail-dependent industries, essential corridors, at risk lines, and public benefits of the rail system.

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

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

**Risk Assessment:** If a State Rail Plan is not developed at this time, Michigan will not be in compliance with federal law and will be ineligible to apply for federal rail funds.

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

**Selection:** Best value.

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

**Zip Code:** 48909.

71. TRANSPORTATION PLANNING – IDS Cultural Resource Studies

Contract (2010-0269) between MDOT and Mead & Hunt, Inc., will provide for cultural resource studies to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 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.

72. TRANSPORTATION PLANNING – Historic Resource Survey  
 Authorization (Z1) under Contract (2010-0269) between MDOT and Mead & Hunt, Inc., will provide for the conduct of an above-ground historic resource survey of Ingham County for the federal Highway Performance Monitoring System (HPMS). The work will include conducting background research, selecting and providing field surveys of six test segments, and developing a project-specific database. The authorization will be in effect from the date of award through June 1, 2011. The authorization amount will be \$99,325.65. The contract will be in effect from the date of award through five years. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** MDOT must comply with new federal requirements to provide the FHWA with HPMS data on environmental constraints. HPMS data are used to apportion federal-aid highway funds to individual states and are critical to MDOT's receipt of funding for road projects.

**Purpose/Business Case:** This project will include a survey of all Ingham County HPMS segments for above-ground historic resources eligible for listing on the National Register of Historic Places and will be done in coordination with the State Historic Preservation Office to comply with Section 106 of the National Historic Preservation Act. The survey is necessary to provide environmental constraint data for the HPMS database, which forms the basis of the analyses that support the FHWA biennial Condition and Performance Reports to Congress.

**Benefit:** This project will allow MDOT to begin to comply with the FHWA HPMS mandate and will give MDOT an idea of the time and costs required to survey the remainder of the state.

**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, MDOT could lose federal transportation funding by not demonstrating compliance with the FHWA's HPMS data collection requirements.

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

**Selection:** Best value.

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

**Zip Code:** 48933.

### SUB CONTRACTS

73.	<b>DRM Maintenance and Management Co., Inc.</b> <b>380 East Monroe Street</b> <b>P.O. Box 101</b> <b>Dundee, MI 48131</b>	<b>Low Bid:</b> <b>1<sup>st</sup> Year:</b> <b>2<sup>nd</sup> Year:</b> <b>Engineers Estimate:</b> <b>Over/Under</b>	<b>\$ 60,490</b> <b>\$ 30,245</b> <b>\$ 30,245</b> <b>\$ 100,000</b> <b>-39.5%</b>
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**Description of Work: Mowing**

Approval is requested to authorize the Monroe County Road Commission to award a two-year subcontract for roadside mowing along state trunklines in Monroe County. Costs are based on a set unit cost per mowing cycle. The project was advertised, and three bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

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

**Purpose/Business Case:** To provide for roadside mowing and litter removal/disposal along State Trunklines in Monroe County.

**Benefit:** Safer highways free from hazardous road obstructions.

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

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

**Risk Assessment:** If the roadsides are not mowed, tall weeds and grass could obstruct motorists' fields of vision, increasing chances of accidents.

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

**Selection:** Low bid.

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

**Zip Code:** 48131.

74.	<b>Joyce Genaw, Honey-Do-Crew</b>	<b>Low Bid:</b>	<b>\$ 38,916</b>
	<b>127 West Varnum Street</b>	<b>1<sup>st</sup> Year:</b>	<b>\$ 12,972</b>
	<b>Munising, MI 49862</b>	<b>2<sup>nd</sup> Year:</b>	<b>\$ 12,972</b>
		<b>3<sup>rd</sup> Year:</b>	<b>\$ 12,972</b>
		<b>1<sup>st</sup> Optional Year:</b>	<b>\$ 12,972</b>
		<b>2<sup>nd</sup> Optional Year:</b>	<b>\$ 12,972</b>

#### **Description of Work: Rest Area Janitorial and Grounds Maintenance Services**

Approval is requested to authorize the Alger County Road Commission to award a three-year subcontract for the provision of janitorial, grounds maintenance, and lawn maintenance services at the Kiva Roadside Park in Alger County. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and six bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through October 31, 2014. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If the services are not performed, the rest area building and grounds will not be properly maintained. This work is needed to keep the rest area open for public use.

**Purpose/Business Case:** To provide for janitorial, grounds maintenance, and lawn maintenance services to be performed at the Kiva Roadside Park in Alger County.

**Benefit:** Will provide for a safe, clean, and properly supplied tourist facility.

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

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

**Risk Assessment:** If the work is not performed, the rest area could become unsafe.

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

**Selection:** Low bid.

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

**Zip Code:** 49862.

75.	<b>Joyce Genaw, Honey-Do-Crew</b> <b>127 West Varnum Street</b> <b>Munising, MI 49862</b>	<b>Low Bid:</b> <b>1<sup>st</sup> Year:</b> <b>2<sup>nd</sup> Year:</b> <b>3<sup>rd</sup> Year:</b> <b>1<sup>st</sup> Optional Year:</b> <b>2<sup>nd</sup> Optional Year:</b>	<b>\$ 38,916</b> <b>\$ 12,972</b> <b>\$ 12,972</b> <b>\$ 12,972</b> <b>\$ 12,972</b> <b>\$ 12,972</b>
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**Description of Work: Rest Area Janitorial and Grounds Maintenance Services**

Approval is requested to authorize the Alger County Road Commission to award a three-year subcontract for the provision of janitorial, grounds maintenance, and lawn maintenance services at the Grand Island Roadside Park in Alger County. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and six bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through October 31, 2014. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If the services are not performed, the rest area building and grounds will not be properly maintained. This work is needed to keep the rest area open for public use.

**Purpose/Business Case:** To provide for janitorial, grounds maintenance, and lawn maintenance services to be performed at the Grand Island Roadside Park in Alger County.

**Benefit:** Will provide for a safe, clean, and properly supplied tourist facility.

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

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

**Risk Assessment:** If the work is not performed, the rest area could become unsafe.

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

**Selection:** Low bid.

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

**Zip Code:** 49862.

76.	<b>Michigan Pipe Supply, LLC</b> <b>1502 North Fancher</b> <b>Mt. Pleasant, MI 48804</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$ 96,625</b> <b>\$120,000</b> <b>-19.5%</b>
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**Description of Work: Culvert Liner Installation**

Approval is requested to authorize the Clare County Road Commission to award a subcontract for the installation of culvert liners along US-127 in Clare County and along M-30 in Gladwin County. The culvert repairs are needed because six of the culverts have holes from deterioration and shoulders collapsing. The project was advertised, and three bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Criticality:** If the services are not performed, the culverts will continue to deteriorate and could wash out, causing the road to collapse.

**Purpose/Business Case:** To provide for the repair of culverts with flexible liners to extend their service lives. The liners will be placed in culverts at various locations along US-127 in Clare County and along M-30 in Gladwin County.

**Benefit:** Will provide for safer highways by installing liners in culverts that have rusted and need to be repaired.

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

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

**Risk Assessment:** The culverts are in need of new liners to extend their service lives. If the culverts are not repaired, the bottoms will rust and wash out during times of high water flow. The loss of material below the culverts could cause a void under the road, which could cause the road to collapse.

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

**Selection:** Low bid.

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

**Zip Code:** 48804.

77.	<b>T&amp;S Contracting, Inc.</b>	<b>Low Bid:</b>	<b>\$127,411.20</b>
	<b>11830 US-41</b>	<b>1<sup>st</sup> Year:</b>	<b>\$ 63,705.60</b>
	<b>Rapid River, MI 49878</b>	<b>2<sup>nd</sup> Year:</b>	<b>\$ 63,705.60</b>

### **Description of Work: Mowing**

Approval is requested to authorize the Chippewa County Road Commission to award a two-year subcontract for roadside mowing along state trunklines in Chippewa County. Costs are based on a set unit cost per mowing cycle. The project was advertised, and three bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Purpose/Business Case:** To provide for roadside mowing and litter removal/disposal along state trunklines and along the drainfield at the Sault Ste. Marie Rest Area located on northbound I-75 in Chippewa County.

**Benefit:** Safer highways free from hazardous road obstructions.

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

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

**Risk Assessment:** If the roadsides are not mowed, tall weeds and grass could obstruct motorists' fields of vision, increasing chances of accidents.

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

**Selection:** Low bid.

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

**Zip Code:** 49878.





**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:**

104449A  
 Federal Highway Administration Funds 81.85 %  
 State Restricted Trunkline Funds 18.15 %

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

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

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

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49420.

82. LETTING OF MAY 07, 2010 ENG. EST. LOW BID  
 PROPOSAL 1005002 \$ 1,588,817.16 \$ 1,295,504.13  
 PROJECT STE 45011-83586, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - AUGUST 09, 2010  
 COMPLETION DATE - OCTOBER 08, 2010 -18.46 %

2.69 mi of hot mix asphalt crushing and shaping, widening, and miscellaneous drainage and safety improvements on M-22 from the Benzie/Leelanau County line northerly to Wilce Street in the village of Empire, Leelanau and Benzie Counties. This project includes a 5 year materials and workmanship pavement warranty.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Elmer's Crane and Dozer, Inc.</b>	<b>\$ 1,295,504.13</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 1,373,093.43	Same	2
D. J. McQuestion & Sons, Inc.	\$ 1,383,934.87	Same	3

3 Bidders

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

**Purpose/Business Case:** The Michigan Department of Transportation (MDOT) will expand existing 3' shoulders to 5' to accommodate non-motorized traffic on M-22 from the Benzie County line north to the southern village limits of Empire. This project continues to expand the M-22 Heritage Route non-motorized system.

This project is a combination of Road Preservation and the Enhancement Program. The Road Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

105686A		
Federal Highway Administration Funds	80.00 %	
(Transportation Enhancement Funds)		
State Restricted Trunkline Funds	20.00 %	
83586A		
Federal Highway Administration Funds	81.85 %	
(Transportation Enhancement Funds)		
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 and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

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

**Selection:** Low bid.

**Zip Code:** 49630.

83.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005003	\$ 471,953.94	\$ 412,163.88
	PROJECT MER 39042-108296		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 07, 2010		
	COMPLETION DATE - SEPTEMBER 24, 2010		-12.67 %

Bridge rehabilitation consisting of deck joint replacement, structural steel repairs, partial painting, substructure repairs, and maintaining traffic on M-96 over the Kalamazoo River, Kalamazoo County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 412,163.88</b>	<b>Same</b>	<b>1 **</b>
L. W. Lamb, Inc.	\$ 460,006.76	Same	2
J. Slagter & Son Construction Co.	\$ 460,611.79	Same	3
Walter Toebe Construction Company	\$ 502,198.70	Same	4
C. A. Hull Co., Inc.	\$ 556,413.65	Same	5
Anlaan Corporation	\$ 585,971.77	Same	6
Abhe & Svoboda, Inc.	\$ 1,157,210.00	Same	7
Posen Construction, Inc.			
J. E. Kloote Contracting, Inc.			

7 Bidders

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

**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:**

108296A

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:** 49008.

84. LETTING OF MAY 07, 2010  
 PROPOSAL 1005017  
 PROJECT STUT 11054-110135  
 LOCAL AGRMT.  
 START DATE - JUNE 01, 2010  
 COMPLETION DATE - JULY 17, 2010

ENG. EST.                      LOW BID  
 \$ 2,636,302.91    \$ 2,397,683.42

% OVER/UNDER EST.  
 -9.05 %

7.94 mi of hot mix asphalt cold milling and resurfacing, shoulders, and pavement markings on M-63 from north of Enterprise Way to I-196, Berrien County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 2,397,687.02</b>	<b>\$ 2,397,683.42</b>	<b>1 **</b>
Michigan Paving and Materials Comp	\$ 2,428,469.17	Same	2

2 Bidders

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

**Purpose/Business Case:** MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

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

**Funding Source:**

110135A	
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:** 49022.

85. LETTING OF MAY 07, 2010  
 PROPOSAL 1005070  
 PROJECT BI08 03034-106312, ETC  
 LOCAL AGRMT.  
 START DATE - 7 days after award  
 COMPLETION DATE - JUNE 24, 2011

ENG. EST.                      LOW BID  
 \$ 14,505,117.33      \$ 14,333,339.55  
 % OVER/UNDER EST.  
 -1.18 %

6.46 mi of hot mix asphalt overlay construction, precast three-sided concrete arch structure, guardrail, cable median barrier, drainage work, and maintenance of traffic on I-196 from 118th Avenue northerly to 130th Avenue, Allegan County. This project includes a 5 year materials and workmanship pavement warranty.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 14,333,339.55</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving and Materials Comp	\$ 14,368,799.55	Same	2

2 Bidders

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

**Purpose/Business Case:** This project is a combination of two programs: (1) MDOT's Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition, (2) The Traffic and Safety Program - to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** These programs provide benefits for road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

**Funding Source:**

106312A		
Federal Highway Administration Funds		90.00 %
State Restricted Trunkline Funds		10.00 %
107583A		
Federal Highway Administration Funds		89.57 %
State Restricted Trunkline Funds		10.43 %

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

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

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

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

**Selection:** Low bid.

**Zip Code:** 49408.

86. LETTING OF MAY 07, 2010  
 PROPOSAL 1005072  
 PROJECT SRSI 84917-105887  
 LOCAL AGRMT. 10-5282  
 START DATE - JUNE 21, 2010  
 COMPLETION DATE - SEPTEMBER 06, 2010

ENG. EST.                      LOW BID  
 \$ 1,067,792.11            \$ 1,021,987.40

% OVER/UNDER EST.  
 -4.29 %

Sidewalk removal and replacement, pavement markings, signs, and related work on Fenkell Avenue at Frank Murphy Elementary/Middle School, on Central Street at Harms Elementary School, on Porter Street at Maybury Elementary School, on Wildemere Avenue at Stewart Learning Academy, and on Westwood Street at Peter Vetal Elementary School in the city of Detroit, Wayne County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Century Cement Company, Inc.</b>	<b>\$ 1,021,987.40</b>	<b>Same</b>	<b>1 **</b>
Doan Construction Co.	\$ 1,059,443.60	Same	2
Major Cement Co.	\$ 1,145,323.46	Same	3
Warren Contractors & Development	\$ 1,792,124.00	Same	4
Fessler & Bowman, Inc.			
Audia Concrete Construction, Inc.			
Barthel Contracting Company			

4 Bidders

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

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to 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:** The proposed project is for infrastructure upgrades that include sidewalk removal and replacement, installation of ADA compliant ramps, installation of crosswalk markings, and other miscellaneous minor upgrades. This project is part of the Safe Routes to School Initiative. This project will help create a safer and more inviting walking and biking routes for school children. The infrastructure portion of the project is funded under this contract.

**Benefit:** The completion of this project will benefit the local community by making the area pedestrian friendly and provide safe walking and biking routes for the children.

**Funding Source:**

105887A

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 relationship with the residents in the School District will be compromised if this project is not completed. They are anticipating the completion of this project as announced. Not completing this project will jeopardize from receiving a grant from the Governor's Fitness Council for non-infrastructure components of this project.

**Cost Reduction:** With the construction of this project, our customers will benefit from a more inviting walking and biking routes and the related safety improvements.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48216 county-wide.

87. LETTING OF MAY 07, 2010 ENG. EST. LOW BID  
 PROPOSAL 1005073 \$ 957,263.15 \$ 959,799.97  
 PROJECT STT 42021-106974  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JUNE 14, 2010  
 COMPLETION DATE - 18 working days 0.27 %

22.88 mi of double chip seal on M-26 from northeast of the M-26 and US-41 intersection in Phoenix easterly to west of the M-26 and US-41 junction in Copper Harbor, Keweenaw County. This project includes a 3 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fahrner Asphalt Sealers, L.L.C.</b>	\$ 959,799.97	Same	1 **
Scott Transportation, Inc.	\$ 1,198,740.29	Same	2

2 Bidders

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

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

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

**Funding Source:**

106974A  
 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:** 49950.

88. LETTING OF MAY 07, 2010  
 PROPOSAL 1005074 \$ 820,166.39 \$ 766,180.65  
 PROJECT STUT 56021-108926  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 13, 2010  
 COMPLETION DATE - AUGUST 25, 2010 -6.58 %

2.05 mi of hot mix asphalt cold milling and overlay, joint repairs, and sidewalk ADA upgrades on M-20 from Vance Road easterly to the Tittabawassee River, Midland County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Co.	\$ 766,180.65	Same	1 **
Central Asphalt, Inc.	\$ 789,014.38	Same	2
Pyramid Paving and Contracting Co.	\$ 809,494.28	Same	3

3 Bidders

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

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

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

**Funding Source:**

108926A

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:** 48640.

89.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005075	\$ 731,308.54	\$ 709,414.94
	PROJECT SRSI 84917-105891		
	LOCAL AGRMT. 10-5284		% OVER/UNDER EST.
	START DATE - JUNE 17, 2010		
	COMPLETION DATE - SEPTEMBER 07, 2010		-2.99 %

Sidewalk removal and replacement, pavement markings, signs, and related work on East Buena Vista at Barber Focus School, on Cortland Avenue at Cortland Academy, and on Pilgrim Avenue at Henry Ford Academy in the city of Highland Park, Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Major Cement Co.</b>	<b>\$ 709,414.94</b>	<b>Same</b>	<b>1 **</b>
Century Cement Company, Inc.	\$ 756,788.30	Same	2
Doan Construction Co.	\$ 769,997.30	Same	3
Warren Contractors & Development	\$ 1,429,170.00	Same	4
Lacaria Concrete Construction Inc.			
Fessler & Bowman, Inc.			
Audia Concrete Construction, Inc.			
Barthel Contracting Company			

4 Bidders

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

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to 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:** The proposed project is for infrastructure upgrades that include sidewalk removal and replacement, installation of ADA compliant ramps, installation of crosswalk markings, and other miscellaneous minor upgrades. This project is part of the Safe Routes to School Initiative. This project will help create a safer and more inviting walking and biking routes for school children. The infrastructure portion of the project is funded under this contract.

**Benefit:** The completion of this project will benefit the local community by making the area pedestrian friendly and provide safe walking and biking routes for the children.

**Funding Source:**

105891A

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 relationship with the residents in the School District will be compromised if this project is not completed. They are anticipating the completion of this project as announced. Not completing this project will jeopardize from receiving a grant from the Governor's Fitness Council for non-infrastructure components of this project.

**Cost Reduction:** With the construction of this project, our customers will benefit from a more inviting walking and biking routes and the related safety improvements.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48203.

90. LETTING OF MAY 07, 2010  
 PROPOSAL 1005076  
 PROJECT SRSI 84917-105889  
 LOCAL AGRMT. 10-5285  
 START DATE - JUNE 21, 2010  
 COMPLETION DATE - AUGUST 20, 2010

ENG. EST.  
 \$ 716,444.66

LOW BID  
 \$ 692,799.35

% OVER/UNDER EST.  
 -3.30 %

Sidewalk removal and replacement, ADA ramps, pavement markings, signs, and related work at 7 locations in the city of Hamtramck, Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Doan Construction Co./Barthel Cont</b>	<b>\$ 692,799.35</b>	<b>Same</b>	<b>1 **</b>
Major Cement Co.	\$ 779,108.71	Same	2
Century Cement Company, Inc.	\$ 782,099.00	Same	3
Lacaria Concrete Construction Inc.			
Fessler & Bowman, Inc.			
Audia Concrete Construction, Inc.			
Warren Contractors & Development			
Barthel Contracting Company			

3 Bidders

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

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

**Purpose/Business:** The proposed project is for infrastructure upgrades that include sidewalk removal and replacement, installation of ADA compliant ramps, installation of crosswalk markings, and other miscellaneous minor upgrades. This project is part of the Safe Routes to School Initiative. This project will help create a safer and more inviting walking and biking routes for school children. The infrastructure portion of the project is funded under this contract.

**Benefit:** The completion of this project will benefit the local community by making the area pedestrian friendly and provide safe walking and biking routes for the children.

**Funding Source:**

105889A

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.



**Purpose/Business:** The proposed project is for infrastructure upgrades that include sidewalk removal and replacement, installation of ADA compliant ramps, installation of crosswalk markings, and other miscellaneous minor upgrades. This project is part of the Safe Routes to School Initiative. This project will help create a safer and more inviting walking and biking routes for school children. The infrastructure portion of the project is funded under this contract.

**Benefit:** The completion of this project will benefit the local community by making the area pedestrian friendly and provide safe walking and biking routes for the children.

**Funding Source:**

105888A

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 relationship with the residents in the School District will be compromised if this project is not completed. They are anticipating the completion of this project as announced. Not completing this project will jeopardize from receiving a grant from the Governor's Fitness Council for non-infrastructure components of this project.

**Cost Reduction:** With the construction of this project, our customers will benefit from a more inviting walking and biking routes and the related safety improvements.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48205.

92.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005078	\$ 261,623.92	\$ 219,347.33
	PROJECT STG 84912-102352		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 07, 2010		
	COMPLETION DATE - OCTOBER 22, 2010		-16.16 %

69.82 mi of non-freeway sign upgrading on M-55 from US-31 to M-115, from US-131 to M-66, and from M-66 to the Roscommon County line, Manistee, Wexford, and Missaukee Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J &amp; J Contracting, Inc.</b>	<b>\$ 219,347.33</b>	<b>Same</b>	<b>1 **</b>
Sterling Sign Co., Inc.	\$ 246,585.94	Same	2
Action Traffic Maintenance, Inc.	\$ 249,755.42	Same	3
Martell Electric, LLC	\$ 254,363.00	Same	4
J. Ranck Electric, Inc.	\$ 266,881.22	Same	5
Highway Service Company, Inc.			
RMD Holdings, Ltd.			

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:**

102352A

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:** 49601.

93.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005079	\$ 834,215.69	\$ 887,450.95
	PROJECT STT 02021-106943		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2010		6.38 %

13.69 mi of overband crack filling and double chip seal on M-94 from east of US-41 easterly to the village of Chatham, Marquette and Alger Counties. This project includes a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fahrner Asphalt Sealers, L.L.C.</b>	<b>\$ 887,450.95</b>	<b>Same</b>	<b>1 **</b>
Scott Transportation, Inc.	\$ 989,455.94	Same	2

2 Bidders

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

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

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

**Funding Source:**

106943A

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:** 49816.

94.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005080	\$ 493,337.53	\$ <b>453,327.84</b>
	PROJECT EBSL 82062-102335		
	LOCAL AGRMT. 09-5730		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 19, 2012		-8.11 %

Construction of a new hot mix asphalt park and ride lot on US-12 (Michigan Avenue) between Wyoming Avenue and the I-94 westbound on ramp in the city of Dearborn, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	\$ <b>453,327.84</b>	<b>Same</b>	<b>1 **</b>
Tyger Excavating, Inc.	\$ 466,488.25	Same	2
Stante Excavating Co., Inc.	\$ 472,608.90	\$ 472,558.90	3
Angelo Iafrate Construction Company	\$ 511,745.27	\$ 511,719.27	4
Site Development, Inc.	\$ 533,527.74	\$ 533,402.74	5
V.I.L. Construction, Inc.	\$ 552,824.30	Same	6
Burkett Excavating			
ABC Paving Company			
Cadillac Asphalt, L.L.C.			

Ajax Paving Industries, Inc.

6 Bidders

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

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

**Purpose/Business Case:** To increase the capacity and encourage the use of the carpool lots. This project consists of constructing a new carpool lot.

**Benefit:** Reconstructing the existing carpool lot will reduce maintenance costs at this location. The new lot may also attract new carpoolers.

**Funding Source:**

102335A

City of Dearborn	2.28 %
Federal Highway Administration Funds	81.75 %
State Restricted Trunkline Funds	15.97 %

**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:** The surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

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

**New Project Identification:** New construction.

**Selection:** Low bid.

**Zip Code:** 48126.

95.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005081	\$ 290,818.02	\$ 266,626.25
	PROJECT STT 57011-106245		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 07, 2010		
	COMPLETION DATE - 10 calendar days		-8.32 %

7.64 mi of overband crack fill and hot mix asphalt single chip seal on M-66 from northerly and westerly along M-66 to east of Decker Road and on M-55 from east of Stevens Road easterly along M-55 to east of Merritt Road, Missaukee County. This project includes a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Fahrner Asphalt Sealers, L.L.C.</b>	<b>\$ 266,626.25</b>	<b>Same</b>
Highway Maintenance and Construction		<b>1 **</b>

1 Bidder

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

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

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

**Funding Source:**

106245A

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:** 49657.



97. LETTING OF MAY 07, 2010  
 PROPOSAL 1005086  
 PROJECT NH 82081-80918  
 LOCAL AGRMT. 10-5026, 10-5027  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2010

ENG. EST.                      LOW BID  
 \$ 5,040,483.06      \$ 4,685,778.12

% OVER/UNDER EST.  
 -7.04 %

2.69 mi of hot mix asphalt resurfacing, crown modification, intermittent curb and gutter, drainage structure repair, additional drainage structures, sidewalk ramp upgrades, and sign replacement on M-153 from Venoy Road easterly to Arcola Avenue in the cities of Garden City and Westland, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cadillac Asphalt, L.L.C.</b>	<b>\$ 4,685,778.12</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 4,765,342.09	Same	2
Barrett Paving Materials Inc.			
Angelo Iafrate Construction Company			

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 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:**

80918A

Federal Highway Administration Funds	81.85 %
City of Garden City	1.48 %
State Restricted Trunkline Funds	16.63 %
City of Westland	0.04 %

**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.





**Funding Source:**

106997A

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:** 49854.

100.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005100	\$ 1,025,469.50	\$ 895,873.03
	PROJECT NH 84911-107004		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 03, 2010		-12.64 %

286.50 mi of hot mix asphalt crack treatment and overband crack filling at various locations, Baraga, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Marquette, and Ontonagon Counties. This project includes a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fahrner Asphalt Sealers, L.L.C.</b>	\$ 895,873.03	Same	1 **
Causie Contracting, Inc.	\$ 983,384.00	Same	2
Scodeller Construction, Inc.	\$ 1,107,262.75	Same	3
American Pavement Solutions, Inc.	\$ 1,148,587.20	Same	4
Interstate Sealant & Concrete, 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:**

107004A  
 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:** 49849 region-wide.

101. LETTING OF MAY 07, 2010  
 PROPOSAL 1005101 \$ 477,569.50 \$ 368,409.23  
 PROJECT STUT 83021-109613  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 06, 2010  
 COMPLETION DATE - SEPTEMBER 24, 2010 -22.86 %

3.85 mi of hot mix asphalt cold milling and resurfacing on M-55 from west of 25 Road easterly to west of 31 Road, Wexford County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	\$ 368,409.23	Same	1 **
Elmer's Crane and Dozer, Inc.	\$ 463,085.82	Same	2
Pyramid Paving and Contracting Co.	\$ 463,564.34	Same	3

3 Bidders

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

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

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

**Funding Source:**

109613A  
 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:** 49601.

102. LETTING OF MAY 07, 2010  
 PROPOSAL 1005102 \$ 471,202.96 \$ **414,284.98**  
 PROJECT STG 84914-105446  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - DECEMBER 06, 2010  
 COMPLETION DATE - APRIL 30, 2011 -12.08 %

75.54 mi of non-freeway sign upgrading on M-24 from the county line northerly to M-25 and on M-90 from M-24 easterly to the county line, Lapeer and Tuscola Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>RMD Holdings, Ltd.</b>	<b>\$ 414,284.98</b>	<b>Same</b>	<b>1 **</b>
J & J Contracting, Inc.	\$ 442,177.89	Same	2
Action Traffic Maintenance, Inc.	\$ 442,557.54	Same	3
Martell Electric, LLC	\$ 464,940.50	Same	4
J. Ranck Electric, Inc.	\$ 465,368.45	Same	5
Sterling Sign Co., Inc.	\$ 519,740.10	Same	6
Highway Service Company, Inc.			

6 Bidders

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

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



**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:**

103236A

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:** 48910.

104.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005104	\$ 335,792.32	\$ 305,500.00
	PROJECT ST 84916-106571		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 11, 2010		-9.02 %

67.85 mi of overband crack filling and hot mix asphalt crack treatment on various routes, Hillsdale, Jackson, and Lenawee Counties. This project includes a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Causie Contracting, Inc.</b>	<b>\$ 305,500.00</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 311,578.00	Same	2
Michigan Joint Sealing, Inc.	\$ 372,110.00	Same	3
C & D Hughes, Inc.	\$ 425,038.00	Same	4
Fahrner Asphalt Sealers, L.L.C.	\$ 558,951.49	Same	5
Interstate Sealant & Concrete, Inc.			

5 Bidders

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

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

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

**Funding Source:**

106571A  
 Federal Highway Administration Funds 81.85 %  
 State Restricted Trunkline Funds 18.15 %

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

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

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49201 Region-wide.

105. LETTING OF MAY 07, 2010  
 PROPOSAL 1005105 \$ 321,661.86 \$ **321,403.54**  
 PROJECT STUT 22051-109223  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 24, 2010 -0.08 %

2.69 mi of concrete pavement repairs and right turn lane construction at various locations on US-8, US-2, US-141, M-95, and on US-2 at Pine Mountain Road in the cities of Norway and Crystal Falls, Dickinson and Iron Counties.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kelcris Corporation</b>	<b>\$ 321,403.54</b>	<b>Same</b>	<b>1 **</b>
Bacco Construction Company	\$ 353,373.40	Same	2
Snowden, Inc.			
Causie Contracting, Inc.			

2 Bidders

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

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

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

**Funding Source:**

109223A

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:** 49870.

106.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005106	\$ 54,937.63	\$ 63,703.80
	PROJECT SRSI 49097-104972		
	LOCAL AGRMT. 10-5262		% OVER/UNDER EST.
	START DATE - JUNE 07, 2010		
	COMPLETION DATE - JUNE 24, 2010		15.96 %

0.01 mi of sidewalk and ADA ramp construction, installation of solar powered sign mounted flashers and school signs, and miscellaneous pavement markings on Portage Road at the St. Ignace Area School in the city of St. Ignace, Mackinac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Ranck Electric, Inc.</b>	<b>\$ 63,703.80</b>	<b>Same</b>	<b>1 **</b>
McKerchie Enterprises, Inc.	\$ 71,902.90	\$ 71,877.90	2
J.R. Howell; Airport Lighting, LLC	\$ 74,965.93	Same	3
Capozzo & Sons Excavating, Inc.	\$ 91,116.00	\$ 91,091.00	4
Rauhorn Electric, Inc.			
Strain Electric Company			
Delta Electrical Contractors			

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:** The proposed project is for infrastructure upgrades that include sidewalk removal and replacement, installation of ADA compliant ramps, installation of crosswalk markings, and other miscellaneous minor upgrades. This project is part of the Safe Routes to School Initiative. This project will help create a safer and more inviting walking and biking routes for school children. The infrastructure portion of the project is funded under this contract.

**Benefit:** The completion of this project will benefit the local community by making the area pedestrian friendly and provide safe walking and biking routes for the children.

**Funding Source:**

104972A

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 relationship with the residents in the School District will be compromised if this project is not completed. They are anticipating the completion of this project as announced. Not completing this project will jeopardize from receiving a grant from the Governor's Fitness Council for non-infrastructure components of this project.

**Cost Reduction:** With the construction of this project, our customers will benefit from a more inviting walking and biking routes and the related safety improvements.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49781.

107. LETTING OF MAY 07, 2010  
 PROPOSAL 1005109  
 PROJECT STH 35031-90078  
 LOCAL AGRMT.  
 START DATE - AUGUST 02, 2010  
 COMPLETION DATE - NOVEMBER 02, 2010

ENG. EST.                      LOW BID  
 \$ 2,166,977.39      \$ 1,976,747.86

% OVER/UNDER EST.  
 -8.78 %

1.53 mi of hot mix asphalt reconstruction, pavement removal, cold milling and resurfacing, commercial drive upgrades, minor sidewalk, drainage improvements, centerline corrugations, and pavement markings on US-23 from south of Ruehl Road to north of Ninth Street in Tawas City, Iosco County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bolen Asphalt Paving, Inc.</b>	<b>\$ 1,976,747.86</b>	<b>Same</b>	<b>1 **</b>
M & M Excavating Co., Inc./Ryan Br	\$ 2,066,892.36	Same	2
Cordes Excavating, Inc.	\$ 2,086,154.65	Same	3
D. J. McQuestion & Sons, Inc.	\$ 2,130,761.81	Same	4
Katterman Trucking, Inc.	\$ 2,150,120.99	Same	5
Rieth-Riley Construction Co., Inc.			
Pyramid Paving and Contracting Co.			
Fisher Contracting 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:**

90078A  
 Federal Highway Administration Funds                      90.00 %  
 State Restricted Trunkline Funds                              10.00 %

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

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





**Funding Source:**

51941A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
51942A		
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:** A greater risk of accidents and injuries by not implementing safety treatments. Loss of federal funds and continued non-attainment in air quality.

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

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48838.

110.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005112	\$ 1,090,810.76	\$ 1,037,154.78
	PROJECT EBSL 82101-84055, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 21, 2010		
	COMPLETION DATE - AUGUST 13, 2010		-4.92 %

4.81 mi of hot mix asphalt cold milling and resurfacing, overband crack repair, microsurfacing, and concrete pavement repair on Old M-14 (Ann Arbor Road) from Napier Road easterly to Lilley Road (General Drive) in the city of Plymouth, Wayne County. This project includes a 3 year materials and workmanship pavement warranty and a 2 year pavement performance warranty.

A 2010 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 1,037,154.78</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, L.L.C.	\$ 1,084,357.20	Same	2
Barrett Paving Materials Inc.	\$ 1,098,055.94	Same	3

3 Bidders

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

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

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

**Funding Source:**

106697A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
84055A		
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:** 48170.

111.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005113	\$ 909,930.56	\$ 945,514.74
	PROJECT EBSL 33082-106628, ETC		
	LOCAL AGRMT. 10-5261		% OVER/UNDER EST.
	START DATE - JUNE 07, 2010		
	COMPLETION DATE - AUGUST 27, 2010		3.91 %

2.84 mi of hot mix asphalt cold milling and resurfacing, shoulder trenching, and paving for a non-motorized pathway on M-43 from Meridian Road easterly to west of Zimmer Road, Ingham County. This project includes a 3 year materials and workmanship pavement warranty.

A 2010 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	\$ 945,514.74	Same	1 **
Michigan Paving and Materials Comp	\$ 1,059,108.16	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 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. It's 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:**

106628A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
108277A		
Federal Highway Administration Funds		65.00 %
(Transportation Enhancement Funds)		
Williamston Township		35.00 %

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

**Risk Assessment:** There is a greater risk of injury/accidents due to 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 enhancement.

**Selection:** Low bid.

**Zip Code:** 48895.























**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. **Purpose/Business Case:** This project is for the rehabilitation of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation. **Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

102521A	
Gratiot County	5.13 %
State Restricted Trunkline Funds	94.87 %

**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 the project is not awarded the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

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

**New Project Identification:** Bridge rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48871.

123.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005013	\$ 2,375,610.35	\$ 2,118,507.15
	PROJECT MCS 73006-89692		
	LOCAL AGRMT. 10-5207		% OVER/UNDER EST.
	START DATE - JUNE 28, 2010		
	COMPLETION DATE - NOVEMBER 05, 2010		-10.82 %

Bridge removal and replacement along with hot mix asphalt paving and guardrail placement on Fort Street at Cass River, Saginaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C. A. Hull Co., Inc.</b>	\$ 2,118,507.15	Same	1 **
Milbocker and Sons, Inc.	\$ 2,176,102.04	Same	2
E.T. MacKenzie Company	\$ 2,249,530.83	Same	3
Davis Construction, Inc.	\$ 2,253,199.10	Same	4
Hardman Construction, Inc.	\$ 2,338,767.15	Same	5
Dan's Excavating, Inc.	\$ 2,414,819.46	Same	6
Anlaan Corporation	\$ 2,445,367.57	Same	7
Walter Toebe Construction Company	\$ 2,475,945.75	Same	8
Posen Construction, Inc.	\$ 2,506,123.91	Same	9
J. Slagter & Son Construction Co.	\$ 2,725,037.84	Same	10
S-L and H Contractors Incorporated			
J. E. Kloote Contracting, Inc.			

10 Bidders

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

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

89692A

Saginaw 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:** 48722.



**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:** 48883.

125.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005022	\$ 438,922.90	\$ 324,088.90
	PROJECT HRRR 80609-104488		
	LOCAL AGRMT. 10-5152		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2010		-26.16 %

2.42 mi of aggregate and hot mix asphalt shoulder widening, shoulder rumble strips, guardrail, permanent signing, and pavement markings on County Road 652 from County Road 358 northerly to the Mattawan south city limits, Van Buren County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Brenner Excavating, Inc.</b>	\$ 324,088.90	Same	1 **
Triangle Excavators, Inc.	\$ 348,944.40	Same	2
Peters Construction Co.	\$ 392,856.92	Same	3
Nashville Construction Company	\$ 394,029.84	Same	4
D. J. McQuestion & Sons, Inc.	\$ 397,124.00	Same	5
R. Smith & Sons Trucking, Inc.	\$ 427,465.00	Same	6
Cripps Fontaine Excavating, Inc.	\$ 435,345.15	Same	7
Northern Construction Services, Co.			
Balkema Excavating, Inc.			
Double Construction, Inc.			
Al's Excavating, Inc.			
Kamminga & Roodvoets, Inc.			
Hoffman Bros., Inc.			
Milbocker and Sons, Inc.			
Burkett Excavating			

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:**

104488A

Van Buren 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:** 49071.





**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:**

109551A		
Federal Highway Administration Funds		99.08 %
City of Royal Oak		0.92 %

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

**Risk Assessment:** 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:** 48073.

128.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005028	\$ 238,332.50	\$ 242,396.00
	PROJECT STE 12021-108036		
	LOCAL AGRMT. 10-5249		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2012		1.71 %

0.23 mi of concrete sidewalk, brick pavers, storm sewer, and landscaping on US-12 (West Chicago Street) from Clay Street easterly to Division Street in the city of Coldwater, Branch County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kamminga &amp; Roodvoets, Inc.</b>	\$ 242,396.00	Same	1 **
Parrish Excavating, Inc.	\$ 255,087.55	Same	2
Eastlund Concrete Construction	\$ 257,385.20	Same	3
Northern Construction Services, Co.	\$ 410,911.00	Same	4
Capozzo & Sons Excavating, Inc.			
C & D Hughes, Inc.			
Peters 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 a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

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

**Funding Source:**

108036A		
City of Coldwater		62.21 %
Federal Highway Administration Funds		37.79 %
(Transportation Enhancement Funds)		

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

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

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

**New Project Identification:** Transportation enhancement.

**Selection:** Low bid.

**Zip Code:** 49036.

129.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005032	\$ 121,801.50	\$ 124,832.03
	PROJECT EDA 82522-108215		
	LOCAL AGRMT. 10-5200		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 06, 2010		2.49 %

Signalization improvements to allow for detection of left turn movements on Oakwood Avenue at Dix Road in the city of Detroit, Wayne County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Ranck Electric, Inc.</b>	\$ 124,832.03	Same	1 **
Rauhorn Electric, Inc.	\$ 132,256.92	Same	2
Severance Electric Co., Inc.	\$ 146,372.25	Same	3
Alpha Electric, Inc.	\$ 149,654.76	Same	4
Motor City Electric Utilities Comp	\$ 154,442.18	Same	5
Posen Construction, Inc.	\$ 162,696.33	Same	6
Metropolitan Power and Lighting 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.

**Purpose/Business Case** The project is for improving the network of highway services essential to economic competitiveness. This project was selected by the Office of Economic Development and Enhancement as defined in current legislation.

**Benefit** By awarding this project, the economic development and/or re-development of this particular geographic area is enhanced by helping support private initiatives that create or retain jobs.

**Funding Source:**

108215A

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:** If this project is not awarded, the state would potentially lose industry and jobs to another state or territory.

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

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 48217.

130.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005043	\$ 374,843.66	\$ 273,769.94
	PROJECT HRRR 80609-104486		
	LOCAL AGRMT. 10-5220		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 30, 2010		-26.96 %

0.67 mi of hot mix asphalt surfacing including hot mix asphalt crushing and shaping, trenching, shoulder and centerline rumble strips, guardrail, signing, and pavement markings on 71 1/2 Street from 2nd Avenue northerly to Baseline Road, Van Buren County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	\$ 273,769.94	Same	1 **
Michigan Paving and Materials Comp	\$ 293,119.23	Same	2
D. J. McQuestion & Sons, Inc.			

2 Bidders

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

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

**Purpose/Business Case:** This project is for 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:**

104486A

Van Buren 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:** 49090.



**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:** 49016.

132.	LETTING OF MAY 07, 2010		ENG. EST.		LOW BID
	PROPOSAL 1005047	\$	465,016.80	\$	<b>397,949.66</b>
	PROJECT BRO 18016-102511				
	LOCAL AGRMT. 10-5252			% OVER/UNDER EST.	
	START DATE - 10 days after award				
	COMPLETION DATE - SEPTEMBER 03, 2010				-14.42 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Kirby Road at West Branch Clam River, Clare County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>S-L and H Contractors Incorporated</b>	<b>\$ 397,949.66</b>	<b>Same</b>	<b>1 **</b>
Miller Development, Inc.	\$ 407,743.25	Same	2
Nashville Construction Company	\$ 417,479.21	Same	3
John Henry Excavating Inc.	\$ 417,638.00	Same	4
Milbocker and Sons, Inc.	\$ 440,972.11	Same	5
E.T. MacKenzie Company	\$ 442,039.46	Same	6
J. E. Kloote Contracting, Inc.	\$ 448,455.71	Same	7
J. Slagter & Son Construction Co.			
Kamminga & Roodvoets, Inc.			
Walter Toebe Construction Company			
Anlaan Corporation			
L. W. Lamb, Inc.			
Davis Construction, Inc.			
3-S Construction, Inc.			
C. A. Hull Co., 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 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:**

102511A	
Clare County	5.17 %
Federal Highway Administration Funds	79.86 %
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:** 49665.

133.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005048	\$ 441,000.00	\$ 381,410.85
	PROJECT BRO 32010-102524		
	LOCAL AGRMT. 10-5250		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2010		-13.51 %

Bridge removal and replacement with prestressed, concrete box beams on concrete abutments along with related approach work including hot mix asphalt paving and guardrail placement on Rescue Road at East Branch Pigeon River, Huron County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Marlette Excavating Company</b>	<b>\$ 381,410.85</b>	<b>Same</b>	<b>1 **</b>
Nashville Construction Company	\$ 396,910.40	Same	2
Heystek Contracting, Inc.	\$ 401,621.00	Same	3
Davis Construction, Inc.	\$ 411,918.24	Same	4
S-L and H Contractors Incorporated	\$ 426,889.51	Same	5
3-S Construction, Inc.	\$ 482,680.77	Same	6
Anlaan Corporation	\$ 499,136.82	Same	7
J. Slagter & Son Construction Co.			
Walter Toebe Construction Company			
Posen Construction, Inc.			
C. A. Hull Co., Inc.			
Nicol & Sons, Inc.			
Milbocker and Sons, Inc.			
J. E. Kloote Contracting, 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 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:**

102524A

Huron 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:** 48726.

134. LETTING OF MAY 07, 2010  
 PROPOSAL 1005054 \$ ENG. EST. 455,316.70 \$ LOW BID 392,696.05  
 PROJECT STH 41609-105018  
 LOCAL AGRMT. 10-5239 % OVER/UNDER EST.  
 START DATE - JULY 19, 2010  
 COMPLETION DATE - SEPTEMBER 03, 2010 -13.75 %

0.22 mi of road reconstruction including concrete curb and gutter, hot mix asphalt paving, and pavement markings on Crahen Avenue at Bradford Street, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Schippers Excavating, Inc.</b>	\$ 392,696.05	Same	1 **
Kentwood Excavating, Inc.	\$ 397,138.22	Same	2
Dykema Excavators, Inc.	\$ 397,323.55	Same	3
Nagel Construction, Inc.	\$ 398,457.34	Same	4
C L Trucking & Excavating, LLC	\$ 406,547.94	\$ 400,637.94	5
Dean's Landscaping & Excavating	\$ 415,901.64	Same	6
Kamminga & Roodvoets, Inc.	\$ 428,694.04	Same	7
Milbocker and Sons, Inc.	\$ 451,668.04	Same	8
Diversco Construction Company, Inc.	\$ 461,813.50	Same	9
Double Construction, Inc.			
Michigan Paving and Materials Comp			
Peters Construction Co.			
Lodestar Construction, Inc.			
Wyoming Excavators, Inc.			
Nashville Construction Company			
Caledonia Excavating, 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 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:**

105018A

Kent County 57.53 %  
Federal Highway Administration Funds 42.47 %

**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 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:** 49525.

135.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005059	\$ 83,284.24	\$ 79,315.54
	PROJECT STH 16609-100317		
	LOCAL AGRMT. 10-5190		% OVER/UNDER EST.
	START DATE - AUGUST 01, 2010		
	COMPLETION DATE - AUGUST 26, 2010		-4.77 %

0.51 mi of aggregate base fine grading, hot mix asphalt surfacing, curb and gutter, and permanent pavement markings on Reams Road at Pickerel Lake Road, Cheboygan County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan Inc.</b>	\$ 79,315.54	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 81,464.20	Same	2
Bolen Asphalt Paving, Inc.	\$ 85,338.80	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:**

100317A  
 Cheboygan 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:** 49706.

136. LETTING OF MAY 07, 2010  
 PROPOSAL 1005062 \$ 150,011.00 \$ 145,082.50  
 PROJECT MCS 80002-102686  
 LOCAL AGRMT. 10-5236 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 03, 2010 -3.29 %

Hot mix asphalt cold milling and resurfacing, joint replacement, railing improvements, placement of waterproofing membrane on bridge deck, and related approach work on Main Street over the Amtrak Railroad in the village of Mattawan, Van Buren County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	\$ 145,082.50	Same	1 **
J. Slagter & Son Construction Co.	\$ 155,521.70	Same	2
Anlaan Corporation	\$ 175,951.70	Same	3
Nashville Construction Company			
Kamminga & Roodvoets, Inc.			
C. A. Hull Co., Inc.			
L. W. Lamb, 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.

**Purpose/Business Case:** This project is for the rehabilitation of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

**Funding Source:**

102686A

Village of Mattawan

5.56 %

State Restricted Trunkline Funds

94.44 %

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

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

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

**New Project Identification:** Bridge rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49071.

137. LETTING OF MAY 07, 2010  
 PROPOSAL 1005063 \$ ENG. EST. 70,557.50 \$ LOW BID 60,216.54  
 PROJECT STH 25609-108607  
 LOCAL AGRMT. 10-5270 % OVER/UNDER EST.  
 START DATE - JUNE 01, 2010  
 COMPLETION DATE - JULY 01, 2010 -14.66 %

0.35 mi of guardrail upgrades and hot mix asphalt shoulder surfacing on Torrey Road from north of Oakridge Drive northerly to south of Bristol Road in the city of Flint, Genesee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Ranck Electric, Inc.</b>	\$ 60,216.54	Same	1 **
Nashville Construction Company	\$ 69,602.90	Same	2
Tri-Valley Landscaping, Inc.	\$ 71,387.20	Same	3
Zito Construction	\$ 72,116.53	Same	4
J & J Contracting, Inc.	\$ 79,520.30	Same	5
Astec Asphalt, Inc.	\$ 79,972.63	Same	6
J. Slagter & Son Construction Co.	\$ 87,791.88	Same	7
Future Fence Company	\$ 108,016.40	Same	8
Ace Asphalt & Paving Company			
Cadillac Asphalt, L.L.C.			
Snowden, Inc.			
Pro-Line Asphalt Paving Corp.			
Rite Way Fence, Inc.			
Barrett Paving Materials Inc.			

8 Bidders

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

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

**Purpose/Business Case:** This project is for 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:**

108607A	
Genesee County	20.00 %
Federal Highway Administration Funds	80.00 %



**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:**

100173A

City of East Lansing	42.87 %
Federal Highway Administration Funds	57.13 %

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

**Risk Assessment:** If this project is not awarded, the federal funds 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:** 48823.

139.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005085	\$ 1,409,750.71	\$ 1,105,597.93
	PROJECT STU 82457-109232		
	LOCAL AGRMT. 10-5292		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 20, 2010		-21.57 %

0.98 mi of concrete pavement reconstruction including drainage improvements, shoulders, concrete sidewalk ramps, and pavement markings on Hall Road from Gibraltar Road to Vreeland Road in the city of Flat Rock, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 1,105,597.93</b>	<b>Same</b>	<b>1 **</b>
Angelo Iafrate Construction Company	\$ 1,158,026.19	Same	2
Tony Angelo Cement Construction Co.	\$ 1,164,860.38	Same	3
Florence Cement Company	\$ 1,234,545.67	Same	4
Major Cement Co.	\$ 1,272,057.10	Same	5
Walter Toebe Construction Company	\$ 1,306,390.32	Same	6
Century Cement Company, 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:**

109232A	
Federal Highway Administration Funds	81.85 %
City of Flat Rock	18.15 %

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

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

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

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48134.

140.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005087	\$ 4,207,440.05	\$ 3,608,866.54
	PROJECT STE 03555-89869, ETC		
	LOCAL AGRMT. 10-5264		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 29, 2010		-14.23 %

1.91 mi of hot mix asphalt road reconstruction, sanitary sewer, storm sewer, concrete curb, gutter, and sidewalk, traffic signal, decorative lighting, landscape planting, streetscape amenities, pavement markings, and restoration on 142nd Avenue from west of Park Street easterly to east of Radstock Drive and to east of Maple Street, and from west of 18th Street easterly to east of 18th Street, Allegan County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Schippers Excavating, Inc.</b>	<b>\$ 3,608,866.54</b>	<b>Same</b>	<b>1 **</b>
Hoffman Bros., Inc.	\$ 3,738,351.56	Same	2
Milbocker and Sons, Inc.	\$ 3,854,015.55	Same	3
Nagel Construction, Inc.	\$ 3,970,859.48	Same	4
Peters Construction Co.	\$ 3,974,792.23	Same	5
Kamminga & Roodvoets, Inc.	\$ 4,056,575.15	Same	6
Kentwood Excavating, Inc.	\$ 4,401,551.60	Same	7
Wyoming Excavators, Inc.	\$ 4,558,076.00	Same	8
Diversco Construction Company, Inc.	\$ 4,796,825.52	Same	9
Lee Wood Contracting, Inc.			
Walter Toebe Construction Company			
Balkema Excavating, Inc.			
M & M Excavating Company			
Michigan Paving and Materials Comp			
Nashville Construction 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. 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:**

103419A

Allegan County	48.44 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	51.56 %

109557A

Allegan County	20.00 %
Federal Highway Administration Funds	80.00 %

89869A

Allegan County	52.78 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	47.22 %

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

**Risk Assessment:** If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.  
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.  
**New Project Identification:** Transportation enhancement and road reconstruction.  
**Selection:** Low bid.  
**Zip Code:** 49323.

141. LETTING OF MAY 07, 2010  
 PROPOSAL 1005090 \$ ENG. EST. 706,433.25 \$ LOW BID 737,580.98  
 PROJECT STU 50458-104523, ETC  
 LOCAL AGRMT. 10-5295 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 31, 2010 4.41 %

0.51 mi of concrete reconstruction, hot mix asphalt cold milling and overlay, concrete pavement repairs, storm sewer, concrete curb and gutter repairs, irrigation system restoration, and earthwork on southbound Kelly Road from Nine Mile Road to Norton Avenue and from Norton Avenue to Stephens Road in the city of Eastpointe, Macomb County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	\$ 737,580.98	Same	1 **
Florence Cement Company	\$ 769,903.72	Same	2
Angelo Iafrate Construction Company	\$ 803,710.47	Same	3
Tony Angelo Cement Construction Co.	\$ 904,088.97	Same	4
ABC Paving Company			
Ajax Paving Industries, Inc.			
Kelcris Corporation			
Century Cement Company, Inc.			
Major Cement 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 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:**

104523A		
City of Eastpointe		18.55 %
Federal Highway Administration Funds		81.45 %
104524A		
City of Eastpointe		28.97 %
Federal Highway Administration Funds		71.03 %

**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:** 48021.

142.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005091	\$ 434,403.00	\$ 415,756.15
	PROJECT STU 70401-109926		
	LOCAL AGRMT. 10-5303		% OVER/UNDER EST.
	START DATE - JUNE 15, 2010		
	COMPLETION DATE - AUGUST 15, 2010		-4.29 %

0.62 mi of hot mix asphalt resurfacing and road widening including cold milling, concrete curb and gutter, drainage improvements, concrete sidewalk ramps, guardrail, hot mix asphalt paving, and pavement markings on 32nd Avenue from Hudson Trails Drive to Highland Drive in the city of Hudsonville, Ottawa County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Comp</b>	\$ 415,756.15	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 455,360.17	Same	2
Kamminga & Roodvoets, Inc.	\$ 460,624.25	Same	3
D. J. McQuestion & Sons, Inc.	\$ 475,096.19	Same	4

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:**

109926A

Federal Highway Administration Funds	81.85 %
City of Hudsonville	18.15 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49426.

143.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005092	\$ 706,477.61	\$ 599,999.00
	PROJECT STU 82457-109033		
	LOCAL AGRMT. 10-5304		% OVER/UNDER EST.
	START DATE - JUNE 28, 2010		
	COMPLETION DATE - NOVEMBER 30, 2010		-15.07 %

0.50 mi of hot mix asphalt resurfacing, cold milling concrete pavement, concrete pavement repair and sidewalk ramps, and pavement markings on Manchester Parkway from Woodward Avenue to Hamilton Avenue in the city of Highland Park, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Al's Asphalt Paving Co.</b>	\$ 599,999.00	Same	1 **
Ajax Paving Industries, Inc.	\$ 624,516.58	Same	2
Florence Cement Company	\$ 649,955.65	Same	3
Cadillac Asphalt, L.L.C.	\$ 660,688.95	Same	4
Nagle Paving Company	\$ 683,306.77	Same	5
ABC Paving Company			
Pro-Line Asphalt Paving Corp.			
Barrett Paving Materials 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:**

109033A

Federal Highway Administration Funds	81.85 %
City of Highland Park	18.15 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48203.









**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:** 49442.

148. LETTING OF MAY 07, 2010  
 PROPOSAL 1005282 \$ ENG. EST. 52,306.08 \$ LOW BID 50,499.00  
 PROJECT STH 49609-108631  
 LOCAL AGRMT. 10-5169 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 11, 2010 -3.45 %

1.60 mi of permanent signing upgrades, recessed pavement markings, and shoulder corrugation installation on Mackinac Trail from I-75BL northerly to north of Ingalsbe Road, Mackinac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	\$ 50,499.00	Same	1 **
J.C.S., Incorporated			

1 Bidder

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:**

108631A

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:** 49781.

149.	LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
	PROPOSAL 1005285	\$ 940,530.75	\$ 888,888.67
	PROJECT STE 25049-90101-2		
	LOCAL AGRMT. 09-5749		% OVER/UNDER EST.
	START DATE - JUNE 14, 2010		
	COMPLETION DATE - SEPTEMBER 19, 2011		-5.49 %

0.79 mi of hot mix asphalt resurfacing, brick pavers, concrete sidewalk, decorative streetlights, pavement markings, landscaping, and street amenities on Grand Blanc Road from the west city limits of Grand Blanc easterly to Saginaw Street, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Metropolitan Power and Lighting</b>	<b>\$ 888,888.67</b>	<b>Same</b>	<b>1 **</b>
J.R. Howell; Airport Lighting, LLC	\$ 921,182.00	Same	2
Rauhorn Electric, Inc.	\$ 922,606.93	Same	3
Delta Electrical Contractors	\$ 962,949.35	Same	4
J. Ranck Electric, Inc.	\$ 1,010,736.59	Same	5

5 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

90101A

Federal Highway Administration Funds (Transportation Enhancement Funds)	58.85 %
City of Grand Blanc	41.15 %

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

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

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

**New Project Identification:** Transportation enhancement.

**Selection:** Low bid.

**Zip Code:** 48439.

### FREIGHT SERVICES

150. LETTING OF MAY 07, 2010	ENG. EST.	LOW BID
PROPOSAL 1005125	\$ 5,567,178.00	\$ 5,411,929.05
PROJECT AO 47100-110108		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - APRIL 30, 2011		-2.79 %

26.50 mi of track and crossing rehabilitation on state-owned railway operated by the Great Lakes Central Railroad between Ann Arbor and Howell, Livingston and Washtenaw Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Armond Cassil Railroad Construction</b>	<b>\$ 5,411,929.05</b>	<b>Same</b>	<b>1 **</b>
CR Construction Company of Michigan	\$ 5,564,741.80	Same	2
Delta Railroad Construction Inc.	\$ 5,999,381.00	Same	3
RailWorks Track Systems, Inc.			

3 Bidders

**Criticality:** Failure to rehabilitate the railroad track, bridges, and grade crossings compromises track integrity and public safety.

**Purpose/Business Case:** This project rehabilitates railroad tracks, bridges and grade crossings.

**Benefit:** The track, bridge, and grade crossing rehabilitation improves safety for the public and train crews.

**Funding Source:**

110108A

State Restricted Trunkline Funds	100 %
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152. LETTING OF APRIL 02, 2010  
 PROPOSAL 1004020  
 PROJECT STH 70823-75540, ETC  
 LOCAL AGRMT.  
 START DATE - MAY 10, 2010  
 COMPLETION DATE - JULY 30, 2010

ENG. EST.                      LOW BID  
 \$ 2,901,019.03    \$ 2,882,688.54

% OVER/UNDER EST.  
 -0.63 %

4.02 mi of hot mix asphalt cold milling, resurfacing mainline, trenching shoulders, concrete joint and crack repairs, modernization of two signals with ADA sidewalk ramp relocations and upgrades, and intersection improvements of plaza, school avenue intersections, and median crossovers on M-121 from east of 40th Avenue to east of Rush Creek and at the 32nd Avenue and 36th Street intersection in the city of Hudsonville, Ottawa County.

Portions of this project are funded with American Recovery and Reinvestment Act funds.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Nagel Construction, Inc.</b>	<b>\$ 2,882,688.54</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving and Materials Comp	\$ 2,992,885.89	Same	2
Schippers Excavating, Inc./WMRA Inc.	\$ 3,156,530.01	Same	3
Kammaing & Roodvoets/Workman Contr	\$ 3,195,776.20	Same	4
Rieth-Riley Construction Co., Inc.	\$ 3,372,394.80	Same	5
Diversco Construction Company, Inc.	\$ 4,217,096.28	Same	6
C & D Hughes, Inc.			
Kelcris Corporation			
Milbocker and Sons, Inc.			

6 Bidders

153. LETTING OF APRIL 02, 2010  
 PROPOSAL 1004047  
 PROJECT AR 07013-103756  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 22, 2010

ENG. EST.                      LOW BID  
 \$ 2,732,238.31    \$ 2,323,815.48

% OVER/UNDER EST.  
 -14.95 %

1.62 mi of roadway realignment and hot mix asphalt reconstruction on US-41 from south of Jurmu Road northerly to north of Kelsey Creek, Baraga County. This project includes a 5 year materials and workmanship pavement warranty.

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

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>M.J.O. Contracting, Inc.</b>	<b>\$ 2,323,815.48</b>	<b>Same</b>	<b>1 **</b>
Bacco Construction Company	\$ 2,343,102.55	Same	2
Musson Bros., Inc.	\$ 2,379,728.80	Same	3
Thomas J. Moyle, Jr., Incorporated	\$ 2,438,101.63	Same	4
Oberstar Inc.	\$ 2,547,603.15	Same	5
Hebert Construction Company	\$ 2,695,056.44	Same	6
Payne & Dolan Inc.			
A. Lindberg & Sons, Inc.			

6 Bidders

154. LETTING OF APRIL 02, 2010  
 PROPOSAL 1004048 ENG. EST. \$ 2,780,682.33 LOW BID \$ 2,232,926.79  
 PROJECT AR 48042-106251, ETC LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award -19.70 %  
 COMPLETION DATE - SEPTEMBER 03, 2010

16.74 mi of hot mix asphalt shoulder paving, shoulder corrugations milled, guardrail, clearing, and slope restoration on M-28 from County Road 393 easterly to the Luce/Chippewa county line and from the Luce/Chippewa county line easterly to M-123 near Eckerman, Luce and Chippewa Counties.

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

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bacco Construction Company</b>	<b>\$ 2,232,926.79</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan Inc.	\$ 2,352,712.80	Same	2
Rieth-Riley Construction Co., Inc.	\$ 2,383,967.20	Same	3

3 Bidders

155. LETTING OF APRIL 02, 2010  
 PROPOSAL 1004053 ENG. EST. \$ 605,244.63 LOW BID \$ 492,296.65  
 PROJECT AR 66051-106247 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 12, 2010 -18.66 %  
 COMPLETION DATE - SEPTEMBER 17, 2010

31.35 mi of guardrail replacement on M-26 from US-45 to the Houghton County line and on US-141 from US-2 northerly to Basilio Road, Ontonagon and Iron Counties.

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

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Snowden, Inc.</b>	\$ 492,296.65	Same	1 **
Rite Way Fence, Inc.	\$ 526,982.65	Same	2
J. Slagter & Son Construction Co.			
J & J Contracting, Inc.			
RMD Holdings, Ltd.			
GFS Fence, Guardrail & Signage			

2 Bidders

156. LETTING OF APRIL 02, 2010  
PROPOSAL 1004097  
PROJECT AR 34061-59565, ETC  
LOCAL AGRMT.  
START DATE - JUNE 07, 2010  
COMPLETION DATE - SEPTEMBER 30, 2010

ENG. EST.	LOW BID
\$ 2,906,772.58	\$ 3,181,795.00
	% OVER/UNDER EST.
	9.46 %

4.98 mi of hot mix asphalt cold milling and resurfacing, joint repairs, drainage improvements, and railing repairs on M-21 from the west Ionia County line easterly to west of Hawley Highway and over Toles Creek, Ionia County.

Portions of this project are funded with American Recovery and Reinvestment Act funds.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	\$ 3,181,795.00	Same	1 **
Michigan Paving and Materials Comp	\$ 3,292,465.11	Same	2

2 Bidders

### LOCAL PROJECTS

157. LETTING OF JANUARY 08, 2010  
PROPOSAL 1001029  
PROJECT ARL 10019-106506, ETC  
LOCAL AGRMT. 09-5704  
START DATE - JULY 06, 2010  
COMPLETION DATE - JULY 30, 2010

ENG. EST.	LOW BID
\$ 260,193.16	\$ 239,755.99
	% OVER/UNDER EST.
	-7.85 %

8.36 mi of single chip seal, guardrail approach terminals, permanent traffic signs, and pavement marking on River Road from M-22 easterly to the Benzonia west village limit and on Lake Michigan Road from Platte River easterly to M-22, Benzie County.

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

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Pavement Solutions LLC</b>	<b>\$ 239,755.99</b>	<b>Same</b>	<b>1 **</b>
Highway Maintenance and Construction	\$ 244,783.35	Same	2
Fahrner Asphalt Sealers, L.L.C.	\$ 247,993.40	Same	3

3 Bidders

158. LETTING OF FEBRUARY 05, 2010	ENG. EST.	LOW BID	
PROPOSAL 1002024	\$ 296,971.27	\$ 266,423.57	
PROJECT ARUL 77475-106786			
LOCAL AGRMT. 09-5796		% OVER/UNDER EST.	
START DATE - APRIL 15, 2010			
COMPLETION DATE - JULY 02, 2010		-10.29 %	

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

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

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 266,423.57</b>	<b>Same</b>	<b>1 **</b>
Ace Asphalt & Paving Company	\$ 286,999.25	Same	2
Pro-Line Asphalt Paving Corp.	\$ 303,457.87	Same	3
Astec Asphalt, Inc.	\$ 312,970.57	Same	4
Ajax Paving Industries, Inc.	\$ 317,218.72	Same	5
Dan's Excavating, Inc.	\$ 327,453.96	Same	6
ABC Paving Company	\$ 335,857.07	Same	7
Barrett Paving Materials Inc.	\$ 339,149.57	Same	8
Pamar Enterprises, Inc.			

8 Bidders

159. LETTING OF MARCH 05, 2010	ENG. EST.	LOW BID	
PROPOSAL 1003008	\$ 494,191.50	\$ 381,426.64	
PROJECT ARUL 78434-89578			
LOCAL AGRMT. 10-5054		% OVER/UNDER EST.	
START DATE - APRIL 27, 2010			
COMPLETION DATE - MAY 28, 2010		-22.82 %	

0.75 mi of hot mix asphalt base crushing, shaping, cold milling, and overlay, and aggregate shoulders on North Centerville Road from West Lafayette Road to Haines Boulevard in the city of Sturgis, St. Joseph County.

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

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Comp</b>	<b>\$ 381,426.64</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 398,874.04	Same	2
Excell Paving Plus			

2 Bidders

160.	LETTING OF MARCH 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1003014	\$ 368,508.52	\$ 394,555.77
	PROJECT ARL 05009-108353		
	LOCAL AGRMT. 10-5064		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2010		7.07 %

8.15 mi of hot mix asphalt ultra-thin overlay, traffic sign replacements, and pavement markings on East Torch Lake Drive/Alden Highway/Comfort Road from the south county line northerly to M-88, Antrim County.

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

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 394,555.77</b>	<b>Same</b>	<b>1 **</b>
Elmer's Crane and Dozer, Inc.	\$ 398,400.54	Same	2
Payne & Dolan Inc.	\$ 430,542.84	Same	3

3 Bidders

161.	LETTING OF MARCH 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1003017	\$ 302,287.38	\$ 281,068.36
	PROJECT ARUL 13411-106899, ETC		
	LOCAL AGRMT. 10-5029		% OVER/UNDER EST.
	START DATE - MAY 03, 2010		
	COMPLETION DATE - 45 working days		-7.02 %

1.32 mi of hot mix asphalt cold milling and resurfacing, concrete curb and gutter, sidewalk repairs, and ADA ramps on Meachem Avenue from Capital Avenue SW northerly to Upton Avenue and on Riverside Drive from Columbia Avenue (M-96) northerly to south of Burnham Street in the city of Battle Creek, Calhoun County.

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

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Comp</b>	<b>\$ 281,068.36</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 309,833.60	Same	2
C & D Hughes, Inc.			

2 Bidders

162.	LETTING OF MARCH 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1003018	\$ 300,000.00	\$ 220,819.00
	PROJECT ARUL 09408-102254		
	LOCAL AGRMT. 10-5048		% OVER/UNDER EST.
	START DATE - JUNE 14, 2010		
	COMPLETION DATE - JULY 30, 2010		-26.39 %

0.39 mi of hot mix asphalt cold milling and resurfacing, concrete pavement, minor work on railroad crossing, and earthwork on Borton Avenue from Caroline Street to Scheurmann Street in the city of Essexville, Bay County.

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

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>A. J. Rehmus &amp; Son, Inc.</b>	<b>\$ 220,819.00</b>	<b>Same</b>	<b>1 **</b>
Pyramid Paving and Contracting Co.	\$ 224,445.32	Same	2
Eastlund Concrete Construction	\$ 232,543.22	Same	3
Lois Kay Contracting Co.	\$ 259,011.10	Same	4
Job Site Services, Inc.	\$ 261,900.53	Same	5
Saginaw Asphalt Paving Co.	\$ 277,235.42	Same	6
Snowden, Inc.			

6 Bidders

163.	LETTING OF MARCH 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1003026	\$ 1,748,103.00	\$ 1,263,659.58
	PROJECT ARU 63522-104705		
	LOCAL AGRMT. 10-5071		% OVER/UNDER EST.
	START DATE - MAY 31, 2010		
	COMPLETION DATE - AUGUST 25, 2010		-27.71 %

1.26 mi of miscellaneous concrete pavement and repairs, joint resealing, diamond grinding, concrete curb, gutter, sidewalk, and ADA ramps on Centerpoint Parkway from South Boulevard to Opdyke Road in the city of Pontiac, Oakland County.

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

5.00 % DBE participation required



BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 1,096,469.92</b>	<b>Same</b>	<b>1 **</b>
Pro-Line Asphalt Paving Corp.	\$ 1,141,906.22	\$ 1,134,411.76	2
Al's Asphalt Paving Co.	\$ 1,136,363.39	Same	3
Barrett Paving Materials Inc.	\$ 1,205,377.55	Same	4
Florence Cement Company	\$ 1,243,345.04	Same	5
Cadillac Asphalt, L.L.C.	\$ 1,277,226.53	Same	6
ABC Paving Company			

6 Bidders

<b>166.</b>	LETTING OF MARCH 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1003077	\$ 289,055.50	\$ <b>264,382.59</b>
	PROJECT ARUL 77412-108671		
	LOCAL AGRMT. 10-5100		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 20, 2010		-8.54 %

0.17 mi of hot mix asphalt cold milling and resurfacing, aggregate shoulders, replacement of existing concrete box culvert, guardrail, and earth work on Ravenswood Road from Michigan Avenue to Huffman Drain in the city of Marysville, St. Clair County.

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

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>S.A. Torello Demolition, Inc.</b>	<b>\$ 264,382.59</b>	<b>Same</b>	<b>1 **</b>
Boddy Construction Company, Inc.	\$ 266,853.68	Same	2
Raymond Excavating Company	\$ 277,786.19	Same	3
Pamar Enterprises, Inc.	\$ 277,894.33	Same	4
Matzak, Inc.	\$ 281,973.83	Same	5
Teltow Contracting, Inc.	\$ 296,567.58	Same	6
D.L.F., Inc.	\$ 299,484.56	Same	7
Adamo Group Inc.	\$ 307,328.52	Same	8
Dan's Excavating, Inc.	\$ 308,694.78	Same	9
DiPonio Contracting, Inc.	\$ 311,273.59	Same	10
ABC Paving Company	\$ 316,059.35	Same	11
Novak Construction	\$ 372,838.60	Same	12
Ace Asphalt & Paving Company			
Ajax Paving Industries, Inc.			
J. Slagter & Son Construction Co.			
Cortis Brothers Trucking & Excavat.			
John Carlo, Inc.			
Pro-Line Asphalt Paving Corp.			

12 Bidders

167. LETTING OF MARCH 05, 2010  
 PROPOSAL 1003084  
 PROJECT ARU 41401-104914  
 LOCAL AGRMT. 10-5056  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 15, 2010

ENG. EST.                      LOW BID  
 \$ 1,765,691.50      \$ 1,628,085.79

% OVER/UNDER EST.  
 -7.79 %

1.02 mi of road reconstruction including widening, concrete curb, gutter, sidewalk, and ramps, storm sewer, hot mix asphalt paving, and pavement markings on West River Drive from west of Jupiter Avenue to east of Verta Avenue, Kent County.

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

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dykema Excavators, Inc.</b>	<b>\$ 1,628,085.79</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving and Materials Comp	\$ 1,648,370.93	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,687,398.00	Same	3
Nagel Construction, Inc.	\$ 1,741,145.85	Same	4
C & D Hughes, Inc.	\$ 1,766,234.10	Same	5
Kamminga & Roodvoets, Inc.	\$ 1,787,902.37	Same	6
Schippers Excavating, Inc./WMRA	\$ 1,830,923.63	Same	7
Milbocker and Sons, Inc.	\$ 1,886,279.34	Same	8
Eastlund Concrete Construction	\$ 1,898,502.10	Same	9
Diversco Construction Company, Inc.	\$ 1,924,509.69	Same	10
Walter Toebe Construction Company			

10 Bidders

168. LETTING OF MARCH 05, 2010  
 PROPOSAL 1003085  
 PROJECT ARU 50458-106724, ETC  
 LOCAL AGRMT. 10-5106  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 01, 2010

ENG. EST.                      LOW BID  
 \$ 641,646.00      \$ 478,602.27

% OVER/UNDER EST.  
 -25.41 %

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

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

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>James P Contracting, Inc.</b>	<b>\$ 478,602.27</b>	<b>Same</b>	<b>1 **</b>
Pro-Line Asphalt Paving Corp.	\$ 483,761.41	Same	2
Barrett Paving Materials Inc.	\$ 488,189.79	Same	3
Dan's Excavating, Inc.	\$ 512,282.67	Same	4
Ajax Paving Industries, Inc.	\$ 515,090.59	Same	5
Al's Asphalt Paving Co.	\$ 516,764.62	Same	6
ABC Paving Company	\$ 533,474.07	Same	7
Florence Cement Company	\$ 534,613.95	Same	8
Ace Asphalt & Paving Company			
Cadillac Asphalt, L.L.C.			
Pamar Enterprises, Inc.			
Lacaria Concrete Construction Inc.			
John Carlo, Inc.			
Teltow Contracting, Inc.			
C & D Hughes, Inc.			
Dean's Landscaping & Excavating			
Major Cement Co.			

8 Bidders

169.	LETTING OF MARCH 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1003090	\$ 2,551,760.51	\$ 2,122,582.00
	PROJECT ARE 25402-106146, ETC		
	LOCAL AGRMT. 10-5119		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2011		-16.82 %

2.69 mi of hot mix asphalt non-motorized pathway, concrete sidewalk, curb, and gutter, aggregate base, storm sewer, sanitary sewer, and watermain on Sunset Drive from Ballenger Highway to the Flint River in the city of Flint, Genesee County.

Portions of this project are funded with American Recovery and Reinvestment Act funds.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Zito Construction</b>	<b>\$ 2,122,582.00</b>	<b>Same</b>	<b>1 **</b>
Pro-Line Asphalt Paving Corp.	\$ 2,127,776.99	Same	2
Dan's Excavating, Inc.	\$ 2,179,540.81	Same	3
Pamar Enterprises, Inc.	\$ 2,252,169.14	Same	4
ABC Paving Company	\$ 2,440,474.08	Same	5
Champagne and Marx Excavating, Inc.	\$ 2,529,528.34	Same	6
Ace Asphalt & Paving Company			
Fisher Contracting Company			
Cadillac Asphalt, L.L.C.			
Angelo Iafrate Construction Company			
C & D Hughes, Inc.			
Nashville Construction Company			
Ajax Paving Industries, Inc.			
Rohde Bros. Excavating, Inc.			
Barrett Paving Materials Inc.			

6 Bidders

170. LETTING OF MARCH 05, 2010  
 PROPOSAL 1003092 ENG. EST. LOW BID  
 \$ 907,712.00 \$ 828,335.76  
 PROJECT ARE 80900-106021  
 LOCAL AGRMT. 10-5084 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 31, 2010 -8.74 %

18.60 mi of limestone trail resurfacing, hot mix asphalt paving, grading, and pavement marking on Kal-Haven State Trail from 10th Street westerly to 44th Street in the village of Bloomingdale, Kalamazoo and Van Buren Counties.

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

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hoffman Bros., Inc.</b>	<b>\$ 828,335.76</b>	<b>Same</b>	<b>1 **</b>
Peters Construction Co.	\$ 831,058.67	Same	2
C L Trucking & Excavating, LLC	\$ 860,178.80	Same	3
Brenner Excavating, Inc.	\$ 875,884.91	Same	4
Milbocker and Sons, Inc.	\$ 905,380.76	Same	5
Triangle Excavators, Inc.	\$ 930,316.00	Same	6
L.J. Construction, Inc.	\$ 958,552.76	Same	7
Lounsbury Excavating, Inc.	\$ 961,286.05	Same	8
Langlois & Sons Excavating, Inc.	\$ 981,431.50	Same	9
Nashville Construction Company	\$ 1,066,436.00	Same	10
Pro-Line Asphalt Paving Corp.	\$ 1,070,788.95	Same	11
C & D Hughes, Inc.	\$ 1,098,237.00	Same	12
Balkema Excavating, Inc.			
Northern Construction Services, Co.			
Schippers Excavating, Inc.			
R. Smith & Sons Trucking, Inc.			
Kalin Construction Co., Inc.			

12 Bidders

171. LETTING OF APRIL 02, 2010  
 PROPOSAL 1004025 ENG. EST. LOW BID  
 \$ 1,826,131.75 \$ 1,495,977.23  
 PROJECT ARUL 09408-106948, ETC  
 LOCAL AGRMT. 10-5146, 10-5147 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 13, 2010 -18.08 %

3.23 mi of concrete patching, panel and joint repair, and signal upgrades on Wilder Road from I-75 to M-13 and from M-13 to Patterson Road, on Truman Parkway from Saginaw River to Woodside Avenue, on Woodside Avenue from Truman Parkway to McEwan Street, and on Marquette Avenue from Transit Street to Truman Parkway in the city of Bay City, Bay County.

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

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Tony Angelo Cement Construction Co.</b>	<b>\$ 1,495,977.23</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company	\$ 1,524,586.75	Same	2
C & D Hughes, Inc.	\$ 1,526,072.79	Same	3
Kelcris Corporation	\$ 1,596,534.12	Same	4
Causie Contracting, Inc.	\$ 1,604,140.42	Same	5
Major Cement Co.	\$ 2,171,700.28	Same	6
Walter Toebe Construction Company			
Audia Concrete Construction, Inc.			
Snowden, Inc.			

6 Bidders

172.	LETTING OF APRIL 02, 2010	ENG. EST.	LOW BID
	PROPOSAL 1004027	\$ 966,431.05	\$ 799,590.00
	PROJECT ARL 41081-108833		
	LOCAL AGRMT. 10-5148		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 30, 2010		-17.26 %

2.75 mi of hot mix asphalt surfacing, crushing and shaping, modified, cold milling, aggregate shoulder, guardrail, and pavement markings on Cannonsburg Road from Myers Lake Avenue to Giles Avenue, Kent County.

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

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 799,590.00</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving and Materials Comp	\$ 1,222,357.47	Same	2
Kamminga & Roodvoets, Inc.			

2 Bidders



BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Nagel Construction, Inc.</b>	<b>\$ 263,561.60</b>	<b>Same</b>	<b>1 **</b>
Kammaing & Roodvoets, Inc.	\$ 310,846.60	Same	2
Diversco Construction Company, Inc.	\$ 314,748.60	Same	3
Peters Construction Co.			
Schippers Excavating, Inc.			
Superior Asphalt, Inc.			
Nashville Construction Company			
Workman Contractors, Inc.			
Milbocker and Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
Walter Toebe Construction Company			
Dean's Landscaping & Excavating			
Michigan Paving and Materials Comp			

3 Bidders

175. LETTING OF APRIL 02, 2010  
PROPOSAL 1004039  
PROJECT ARL 49097-89944, ETC  
LOCAL AGRMT. 10-5156  
START DATE - 10 days after award  
COMPLETION DATE - JULY 15, 2010

ENG. EST.	LOW BID
\$ 1,901,854.92	\$ 1,777,869.25
	% OVER/UNDER EST.
	-6.52 %

13.10 mi of trenching, cold milling, hot mix asphalt paving, base crushing, and shaping, culvert replacement, pavement markings, and traffic control on Mackinac Trail north of M-134 northerly, on Hiawatha Trail from west of Black River Road easterly, and on Borgstrom Road from US-2 to Highway 40, Mackinac County.

Portions of this project are funded with American Recovery and Reinvestment Act funds.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 1,777,869.25</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan Inc.	\$ 1,858,143.00	Same	2
Bacco Construction Company	\$ 1,960,747.60	Same	3

3 Bidders







180. LETTING OF APRIL 02, 2010  
 PROPOSAL 1004075 \$ ENG. EST. 257,035.70 \$ LOW BID 249,780.90  
 PROJECT ARL 60119-107027  
 LOCAL AGRMT. 10-5136 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 15, 2010 -2.82 %

2.82 mi of hot mix asphalt resurfacing and wedging, aggregate shoulders, pavement marking, and permanent signing on County Road 624 from Ess Lake Drive easterly to west of County Road 459, Montmorency County.

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

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bolen Asphalt Paving, Inc.</b>	\$ 249,780.90	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 275,230.40	Same	2
Pyramid Paving and Contracting Co.	\$ 284,531.20	Same	3

3 Bidders

181. LETTING OF APRIL 02, 2010  
 PROPOSAL 1004086 \$ ENG. EST. 671,462.50 \$ LOW BID 529,360.60  
 PROJECT ARUL 03495-84475  
 LOCAL AGRMT. 10-5150 % OVER/UNDER EST.  
 START DATE - MAY 03, 2010  
 COMPLETION DATE - JUNE 15, 2010 -21.16 %

0.99 mi of hot mix asphalt surfacing including cold milling, sidewalk ADA ramps, and pavement markings on Main Street from 102nd Street northerly to north of Second Avenue in the city of Plainwell, Allegan County.

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

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Comp</b>	\$ 529,360.60	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 557,389.82	Same	2

2 Bidders



Description of Project:

6.21 mi of road reconstruction, concrete pavement, drainage, culverts, guardrail, cable barrier, fencing, and sign replacement on I-94 eastbound and westbound from west of County Line Road northeasterly to east of St. Clair Highway, St. Clair and Macomb Counties. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	August 5, 2008	
Contract Date:	August 6, 2008	
Original Contract Amount:	\$24,480,032.10	
Total of Overruns/Changes (Approved to Date):	1,387,383.57	+ 5.67%
Total of Extras/Adjustments (Approved to Date):	117,106.16	+ 0.48%
Total of Negative Adjustments (Approved to Date):	(13,160.37)	- 0.05%
<b>THIS REQUEST</b>	<b><u>108,444.06</u></b>	<b><u>+ 0.44%</u></b>
<b>Revised Total</b>	<b><u>\$26,079,805.52</u></b>	<b>+ 6.54%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.10% over the original budget for an **Authorized to Date Amount** of \$25,971,361.46.

Approval of this extra will place the authorized status of the contract 6.54% or \$1,599,773.42 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 19 r. 1

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

<b>CM 19</b>		
Traffic Control Adjustment	108,444.060 Dlr @ \$1.00/Dlr	<u>\$108,444.06</u>
<b>Total</b>		<b><u>\$108,444.06</u></b>

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

**CM 19**

This adjustment item of work is to compensate the contractor for the traffic control adjustment due to the increase in Earth Excavation and weather delays. This adjustment provides payment to the contractor for furnishing and operating traffic control devices during authorized extensions of time per MDOT 2003 Standard Specification for Construction section 812.04.T and the Special Provision for Minor Traffic Devices and Flag Control during an approved extension of time as noted in the proposal on page 237. Contract modification # 5 extended the Stage 1 phase to November 26, 2008, and contract modification #16 extended the Stage 2 phase to August 6, 2009 without liquidated damages. The cost of this adjustment includes a prime contractor markup of 5% mark up which is in accordance with Section 109.07.G of the 2003 Standard Specifications for Construction. Documentation and records supporting these costs are in the project files. This was discussed and approved by MDOT and FHWA.

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 at its May 18, 2010 meeting.

**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, 90.00%; State Restricted Trunkline, 10.00%, unless otherwise noted.

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

**Risk Assessment:** This item is required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

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

**Zip Code:** 48079.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

*Authorized Signature on File*

*May 11, 2010*

Kirk T. Steudle

Director

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Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of May 12, 2010. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting of May 12, 2010, be approved and adopted with the withdrawal of Item 39 of the regular Transportation agenda at the State Administrative Board meeting of May 18, 2010. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Hank moved to adjourn the meeting. The motion was supported by Ms. Wolenberg and unanimously approved. Mr. Liedel adjourned the meeting.

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SECRETARY

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CHAIRPERSON