

# APPROVED

September 14, 2010

Michigan State  
Administrative Board

Lansing, Michigan

August 17, 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, August 17, 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  
Sergio Paneque, Secretary

Others Present:

James Burris, Janet Rouse, Department of Technology, Management and Budget; Mike Blackledge, Mike Middaugh, 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 August 3, 2010, be approved and adopted. The motion was supported by Mr. DeBano 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:**

CITY OF INKSTER, Policemen's and Firemen's Retirement System, 08/17/2010

CITY OF PORT HURON, Department of Public Works, WWTP, 08/17/2010

SCHOOLCRAFT COLLEGE,  
Development & Government Relations Division, 08/17/1010  
Student Service Division, 08/17/2010

DEPARTMENT OF ATTORNEY GENERAL, Health, Education, & Family Services  
Division, 08/17/2010

DEPARTMENT OF COMMUNITY HEALTH,  
Division of Genomics, Perinatal Health, and Chronic Disease Epidemiology,  
08/17/2010  
Revenue and Reimbursement Division 08/17/2010

DEPARTMENT OF TRANSPORTATION, Financial Operations Division, 08/17/2010

LEGISLATIVE COUNCIL, Legislative Corrections Ombudsman, 08/17/2010

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

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

# APPROVED

August 17, 2010

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

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

A regular meeting of the Building Committee was held at 11:00 a.m.  
on August 10, 2010. Those present being:

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

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

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

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James  
Burris, Cindy Collins, Sergio Paneque, Janet Rouse, Department of  
Technology, Management and Budget

---

The Building Committee regular agenda was presented.

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

Mr. Saxton adjourned the meeting.

# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

August 10, 2010 / August 17, 2010  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

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

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, SAGINAW  
– Saginaw State Office Building – Upgrade Elevators and Machine Rooms  
File No. 071/09532.RMP - Index No. 44410  
Low Responsive Bidder: Graham Construction Corporation, Saginaw;  
\$578,800.00

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

The purpose of this contract is to upgrade all passenger and freight elevators, machine rooms and controls at the Saginaw State Office Building. The existing elevators require costly maintenance and do not comply with either current elevator or accessibility standards.

#### **Benefit**

The State will benefit by reduced maintenance costs and upgrading the existing elevators, controls and machine room equipment to current code and accessibility standards.

#### **Funding Source**

100% Building Occupancy Funds

#### **Commitment**

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

#### **Risk Assessment**

Failure to approve this contract will result in continued costly maintenance and accessibility issues.

#### **Zip Code**

48607

## **AWARD OF NEW EQUIPMENT PURCHASE**

2. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET,  
DIMONDALE – Secretary of State Office Building, Lake Superior Hosting Center  
(LSHC) - A/C CRAC Unit Replacement Project  
Purchase of 1 – 60Hz-1,000/900kW Generator  
File No. 084/10208.SJU - Index No. 85702  
Vendor: Cummins Bridgeway, LLC, Grand Rapids; \$274,375.70

### **Purpose/Business Case**

The purpose of this contract is to purchase a 60Hz-1,000/900kW diesel generator that will provide additional back-up electrical power for the Department of Technology, Management and Budget, LSHC. This generator will provide an additional source of emergency power to computer servers and computer room cooling equipment to ensure that the LSHC will continue to comply with computer industry N+1 requirements. This generator as purchased will be compatible with the existing three generators that are currently installed. The installation of this generator will be competitively bid as part of a future construction contract.

### **Benefit**

The State will benefit by having a source of emergency power available that will continue to satisfy the DTMB requirements in providing N+1 capabilities. The State will realize a significant cost savings due to equipment cost increases associated with federally mandated standards that are soon to take effect.

### **Funding Source**

100% General Fund (Information Technology Revolving Funds & Rated Services)

### **Commitment**

The contract cost is fixed based upon Cummins Bridgeway, LLC quotation in the amount of \$274,375.70 dated June 1, 2010.

### **Risk Assessment**

Failure to approve this contract will result in not having sufficient emergency power available to meet the demands of the Lake Superior Hosting Center.

## **ADDENDUM TO LEASE FOR PRIVATE PROPERTY**

3. DEPARTMENT OF HUMAN SERVICES, DETROIT - Addendum #1 to Lease #11331 approved by the State Administrative Board on December 16, 2008, Item #19, between Grand Tributary, LLC, a 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 and Budget for the Department of Human Services, as Lessee, for 28,100 square feet of office space located at 17455 Grand River Avenue, Detroit, MI 48227. This Addendum provides for additional employee parking at no additional cost and adding two renewal options. 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 April 1, 2011 is \$18.56 (\$43,461 per month).

Effective April 1, 2012, the annual per square foot rental rate for this space increases to \$19.10 (\$44,726 per month). Effective April 1, 2013, the annual per square foot rental rate for this space increases to \$19.51 (\$45,686 per month). This Addendum contains four five-year renewal options with annual per square foot rental rates of \$22.09 (\$51,727 per month), \$25.53 (\$59,783 per month), \$30.70 (\$71,889 per month), \$35.91 (\$84,089 per month) respectively. This Lease contains an Executive New cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form. This Lease meets the criteria for approval of the Joint Capital Outlay Sub Committee and was approved on December 4, 2008.

**Purpose/Business Case**

The purpose of this Addendum is to increase the number of parking spaces.

**Benefit**

This Addendum provides additional parking for employees at no additional cost to the Department. The rental rate is within the current market rates for comparable space.

**Funding Source**

55% General Fund; 45% Federal Funds

**Commitment**

Ten years with four five-year options; however, this Lease contains an Executive New cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Addendum will hinder the Department from obtaining needed parking spaces for staff.

**Zip Code**

48227

4. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, LANSING - Addendum #3 to Lease #4569 approved by the State Administrative Board on May 1, 2001, Item #10, between Clark Commercial Properties Company, L.L.C., a Limited Liability Company, 13450 Bauer Road, Eagle, Michigan 48822-9717, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Technology, Management and Budget, as Lessee, for 80,700 square feet of space located at 735 Hazel Street, Lansing, Michigan 48912. This Addendum provides for reducing the square feet from 83,592 square feet to 80,700 square feet of warehouse space and decrease the rental rate accordingly. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning August 1, 2010, is \$3.96 (\$26,631 per month). Effective Aug 1, 2011 the annual square foot rate increases to \$4.27 (\$28,716 per month). This Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this Addendum as to legal form. This Lease meets the criteria for approval of the Joint Capital Outlay Sub Committee and was approved on April 1, 2001.

**Purpose/Business Case**

This Addendum allows for a decrease in space after the Department of Natural Resources and Environment relocated offsite; the Department does not have an immediate need for the vacated space.

**Benefit**

Reducing the square footage will provide a cost savings of \$78,000 (over the term of the lease) for the Department and allow the Department to efficiently use the remaining space.

**Funding Source**

100% General Fund (Internal Services Funds)

**Commitment**

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

**Risk Assessment**

Non-approval of this Addendum will hinder the Department from eliminating payment for space they do not use.

**Zip Code**

48912

5. DEPARTMENT OF HUMAN SERVICES, GAYLORD - Addendum #1 to Lease #10213 approved by the State Administrative Board on June 5, 2007, Item #8, between County of Otsego, a Body Corporate, 225 West Main Street, Gaylord, Michigan 49735, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Human Services, as Lessee, for 5,262 square feet of space located at 800 Livingston Boulevard, Gaylord, Michigan 49735. This Addendum provides for adding one ten-year and two five-year renewal options. The first renewal option is exercised upon execution of this Addendum. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. Effective August 1, 2011, the annual per square foot rental rate is \$11.78 (\$5,167 per month). The annual per square foot rental rate for the two remaining renewal options is \$12.93 (\$5,667 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 will add one ten-year and two five-year renewal options. The Department of Human Services utilizes this space for its Training Center.

**Benefit**

This Training Center is in a central location in Lower Michigan for staff to attend training sessions. No expenditures of funds would be needed for the Department to remain at this location. It has been in this County-owned space since June 1995. The rental rate is within the market rate. The first renewal option is at a 3% reduced rate compared to the current rate.

**Funding Source**

32.671% General Fund; 67.329% Federal Funds

**Commitment**

Ten years with two five-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 in its current location and would incur moving and build-out costs if forced to relocate.

**Zip Code**

49735

6. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, GAYLORD, - Addendum #1 to Lease #10809 approved by the State Administrative Board on July 19, 2005, Item #6, between P & J Development, Inc., 03544 Behling Road, Boyne City, Michigan 49712, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 880 usable square feet of space located at 1165 Elkview, Gaylord, Michigan 49735. This Addendum provides for a five year renewal option. 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 July 16, 2010, or upon substantial completion, is \$12.75 (\$935.00 per month). This is a full service Lease. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

**Purpose/Business Case**

The Department requested a continued lease arrangement for both ease of operation and the savings that benefit from renewing under the same terms and conditions. The space continues to meet the needs of the Agency.

**Benefit**

Renewal of this space allows the Department to remain at the current location, under the same terms and conditions, realizing savings from possible relocation costs. The rental rate is within current market rates for comparable space in this market.

**Funding Source**

100% Federal Funds

**Commitment Level**

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

**Risk Assessment**

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

**Zip Code**

49735

## **LEASE FOR PRIVATE PROPERTY**

7. DEPARTMENT OF HUMAN SERVICES, LANSING - New Lease #11510 with Eastside Armory, LLC, a Michigan Limited Liability Company, 2501 Coolidge Rd. Suite 501, East Lansing, Michigan 48823, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Human Services, as Lessee, for 6,300 square feet of office space located at 330 Marshall, Lansing, Michigan 48912. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning May 1, 2011, or upon substantial completion, is \$17.26 (\$9,062 per month). Effective May 1, 2016 the annual per square foot rental rate for this space is \$19.24 (\$10,101 per month). This is a full service Lease. This Lease contains two 5-year renewal options with an annual per square foot rental rate of \$22.20 (\$11,655 per month) and \$25.75 (\$13,519 per month) respectively. This Lease contains an Executive New cancellation clause with 90-days notice. The Attorney General has conditionally approved this Lease as to legal form and those conditions have been met.

### **Purpose/Business Case**

The Michigan Community Service Commission will occupy this space which is a co-location with a number of state-wide nonprofit partners including; The Michigan Nonprofit Association, United Way of Michigan, Michigan Campus Compact, and the Volunteer Centers of Michigan.

### **Benefit**

This Lease allows the MCSC to reduce their space by sharing training rooms, conference rooms and other common area amenities, thereby increasing efficiencies and decreasing overall costs. They are receiving two months of free rent in the first year which will provide a savings of \$18,124. The rental rate is within market for comparable space.

### **Funding Source**

25% General Fund; 75% Federal Funds

### **Commitment**

Ten years with two 5-year renewal options; however, this Lease contains an Executive New cancellation clause with 90-days notice.

### **Risk Assessment**

Non-approval of this Lease will hinder the MCSC from co-locating with several non-profit partners thereby diminishing overall efficiency.

### **Zip Code**

48912

8. DEPARTMENT OF CORRECTIONS, PONTIAC - New Lease #11488 with Charles R. Stephens, as Trustee of the North Bay Drywall Inc. Profit Sharing Plan and Trust dated October 1, 1985, PO Box 750007, Petaluma, California 94975, as Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of Corrections, as Lessee, for 7,261 square feet of office space located at 51111 Woodward Ave, first floor, Pontiac, Michigan 48342. 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 \$17.00 (\$10,286 per month). Effective October 1, 2015 the annual per square foot rental rate for this space increases 3% to \$10,589 per month. This is a full service Lease. This Lease contains two 5-year renewal options with an annual per square foot rental rate of \$17.50 (\$10,589 per month) and \$20.00 (\$12,102 per month) respectively. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

This lease allows the Department to co-locate with the Department of Human Services within the same building.

**Benefit**

The Department will have space that better meets their operational needs in a downtown location. The rental rate decreases from their current space, but they are increasing their size which results in a neutral move; any savings realized will be from sharing IT costs, etc. The rental rate is within the current market rate for comparable space.

**Funding Source**

100% General Fund

**Commitment Level**

10-year lease with two 5-year renewal options; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Lease could cause the disruption of service and would hinder the department from conducting the necessary services to parolees.

**Zip Code**

48342

## **SUB LEASE FOR PRIVATE PROPERTY**

9. DEPARTMENT OF STATE, MANISTIQUE - New Sub Lease #11473 with County of Schoolcraft, a Municipal Corporation, 300 Walnut Street, Room 164, Manistique, Michigan 49854, as Sub Lessor, and the State of Michigan by the Department of Technology, Management and Budget for the Department of State, as Sub Lessee, for 644 square feet of office space located at 300 Walnut Street, Room 123, Manistique, Michigan 49854. The Sub Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning August 1, 2010, or upon substantial completion, is \$14.72 (\$790 per month). This is a full service Sub Lease. This Sub Lease contains three five-year renewal options with an adjusted rental rate. This Sub Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Sub Lease as to legal form.

### **Purpose/Business Case**

This Sub Lease replaces a month-to-month agreement.

### **Benefit**

This Sub Lease provides the Department with space in a county-owned facility. The rental rate is within the 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 three five-year renewal options; however, this Sub Lease contains a Standard cancellation clause with 90-days notice and changes to an Either Party cancellation clause for the renewal options.

### **Risk Assessment**

Non-approval of this Sub Lease will hinder the Department from meeting operational needs.

### **Zip Code**

49854

## **LICENSE AGREEMENT**

10. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, 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-proprietary, non-exclusive, revocable, co-location license (License) to the Saginaw County 9-1-1 Communications Center Authority (Saginaw), a MPSCS member (Licensee), for the installation, operation, and maintenance of Licensee owned telecommunications equipment on MPSCS Tower Sites 3106 and 3702 in Saginaw County, Michigan, in accordance with the terms of the MPSCS Co-location License Agreement between the parties.

### **Purpose/Business Case**

The MPSCS and Saginaw have entered into an Integration Agreement to provide enhanced communications to each party's proprietary system. The integration of the systems requires co-location of Licensee's equipment on MPSCS tower sites to successfully complete the interoperability of the systems. The MPSCS desires to facilitate the success of the integration by granting a co-location license to Saginaw for the benefit of both systems' users and as a benefit of MPSCS membership.

### **Benefit**

The MPSCS will benefit from Saginaw's continued support and membership in the MPSCS in the provision of public safety communications throughout the State, as well as receiving enhancements to the MPSCS communications capability.

### **Funding Source**

Not Applicable

### **Commitment**

Not Applicable

### **Risk Assessment**

Non-approval of this License will prevent the parties from obtaining the maximum communications capabilities of the integrated systems and may prevent Licensee's continued membership in the MPSCS.

### **Zip Code**

48626 and 48722

## **CONTRACT CHANGE ORDER**

11. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, LANSING - CCO #11 for Lease #10226 approved by the State Administrative Board on July 19, 1988, Item #52 between Victor II Partnership, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Energy, Labor and Economic Growth, as Lessee. This CCO provides for installing three electrical outlets and related wiring, as requested by the Department of Energy, Labor and Economic Growth at a cost not-to-exceed \$451. The space is located at 201 North Washington Square, Lansing, Michigan 48933.

**Purpose/Business Case**

The purpose of this CCO is to provide and install three electrical outlets and wiring as needed to operate a doorbell and flashers in the Commission on Disability Concerns, Division on Deaf and Hard of Hearing office in Suite 150 of the Leased premises.

**Benefit**

This CCO allows DELEG to ensure that its staff from the Division on Deaf and Hard of Hearing will have functional flashers and a doorbell to make them aware of fire alarms and visitors.

**Funding Source**

100% General Fund

**Commitment**

Present through January 31, 2015; however, this Lease contains a Legislative cancellation clause with 180-days notice.

**Risk Assessment**

Non-approval of this CCO will hinder the Department from ensuring that its staff from the Division on Deaf and Hard of Hearing will have functional flashers and a doorbell to make them aware of fire alarms and visitors.

**Zip Code**

48933

-----

Ms. MacDowell presented the Building Committee Report for the regular meeting of August 10, 2010. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of August 10, 2010, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

# APPROVED

August 17, 2010

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

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

A regular meeting of the **Finance and Claims** Committee was held at  
**11:00 a.m.** on **August 10, 2010**. Those present being:

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

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

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

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

---

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

Following discussion, Mr. Liedel moved that the regular, supplemental,  
and Recovery Act Funds agendas be recommended to the State  
Administrative Board for approval noting that Item 4(17) was withdrawn  
before the meeting by the Department of Human Services. The motion was  
supported by Ms. Lopez and unanimously adopted.

Mr. Saxton adjourned the meeting.



1. DEPARTMENT OF COMMUNITY HEALTH continued

3) Dawn M. Parsons \$ 60,000.00 Total  
Onsted, MI **FY11** 55.42% Federal Fund  
44.58% General Fund  
One-year agreement to provide  
funding for technical expertise  
in the area of pharmacy for  
Medicaid service authorization,  
complex claim review and peer  
review of post payment audits  
or policy development/change

2. DEPARTMENT OF CORRECTIONS

1) Self Help Addiction \$ 5,400,000.00 Total  
Rehabilitation, Inc. **FY11-13** 100% General Fund  
Detroit, MI Three-year contract to provide  
residential substance abuse  
treatment services

2) Bay Group Ventures, Inc. NOT TO EXCEED  
Grand Rapids, MI \$ 2,250,000.00 Total  
**FY11-13** 100% General Fund  
Three-year contract to provide  
substance abuse testing  
services

3) Residential Substance Abuse NOT TO EXCEED  
Treatment Providers \$117,381,300.00 Total  
(Listing on file) **FY11-13** 100% General Fund  
Three-year contracts to provide  
residential substance abuse  
treatment services

3. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1) Stinson-Morrison-Hecker LLC NOT TO EXCEED  
Washington, DC \$ 200,000 Total  
**FY11** 100% Restricted Fund  
*Public Utilities Assessments*  
For a Special Assistant  
Attorney General contract for  
legal services for the purpose  
of representing the Michigan  
Public Service Commission in  
matters involving the Federal  
Energy Regulatory Commission  
and Federal Communications  
Commission

4. DEPARTMENT OF HUMAN SERVICES

1) St. Vincent's Catholic Charities NOT TO EXCEED  
Lansing, MI \$ 138,000.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for Parent  
Aide Maintenance Services in  
Ingham County

2) Ausable Valley CMH NOT TO EXCEED  
Tawas City, MI \$ 102,000.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for Parent  
Education Group Classes in  
Iosco County

3) Lutheran Child & Family Services NOT TO EXCEED  
Bay City, MI \$ 218,775.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for Family  
Support Services in Antrim and  
Kalkaska counties

4. DEPARTMENT OF HUMAN SERVICES continued

- |    |  |   |
|----|--|---|
| 4) | Bethany Christian Services<br>Grand Rapids, MI   | NOT TO EXCEED<br>\$ 841,776.48 Total<br><b>FY11-13</b> 100% Federal Fund<br>Three-year contract for<br>Community Family Partnership<br>Services in Kent County  |
| 5) | Catholic Social Services<br>Royal Oak, MI        | NOT TO EXCEED<br>\$ 120,000.00 Total<br><b>FY11-13</b> 100% Federal Fund<br>Three-year contract for Parent<br>Education in Oakland County   |
| 6) | Catholic Family Services<br>Kalamazoo, MI        | NOT TO EXCEED<br>\$ 250,479.00 Total<br><b>FY11-13</b> 100% Federal Fund<br>Three-year contract for Family<br>Advocate services   |
| 7) | Jean F. Kozachik, MD<br>Traverse City, MI        | NOT TO EXCEED<br>\$ 139,360.00 Total<br><b>FY11</b> 100% Federal Fund<br>Eleven-month, 28-day contract<br>for Disability Determination<br>Services by a medical<br>consultant in Grand Traverse<br>County |
| 8) | Holy Cross Children's<br>Services<br>Clinton, MI | NOT TO EXCEED<br>\$ 162,000.00 Total<br><b>FY11-13</b> 100% Federal Fund<br>Three-year contract for<br>Juvenile Justice Diversion and<br>Reintegration services   |

4. DEPARTMENT OF HUMAN SERVICES continued

- 9) Guardian Finance Advocacy Services  
Battle Creek, MI
- NOT TO EXCEED  
\$ 28,890.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for  
Guardianship/Conservatorship  
services
- 10) Anita Orr  
Detroit, MI
- \$ 33,000.00 Total  
**FY10-12** 100% Federal Fund  
Two-year, one-month, 15-day  
contract for Speech Therapy  
services at Maxey Training  
School
- 11) Julie Mueller-Hayes  
Grand Ledge, MI
- NOT TO EXCEED  
\$ 46,530.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for Foster  
Care and Adoptive Home  
Recruitment in Barry County
- 12) Jerry Southgate  
Lake Odessa, MI
- NOT TO EXCEED  
\$ 28,797.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for Strong  
Families Safe Children  
Coordination services
- 13) Nicole Ceccon  
Ironwood, MI
- NOT TO EXCEED  
\$ 36,000.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for Parent  
Aide services in Gogebic County

4. DEPARTMENT OF HUMAN SERVICES continued

- 14) County of Ionia  
Ionia, MI NOT TO EXCEED  
\$ 29,151.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for Strong  
Families Safe Children  
Coordination services
- 15) Cathy Sjostrom  
Iron River, MI NOT TO EXCEED  
\$ 36,000.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for Parent  
Aide services in Iron County
- 16) YWCA Great Lakes Bay Region  
Bay City, MI NOT TO EXCEED  
\$ 142,500.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for the  
Building Strong Families and  
Adolescents program in Tuscola  
County
- 17) Various TSH11-Series  
(Listing on file) NOT TO EXCEED  
\$ 2,789,039.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for  
Supportive Housing  
for domestic violence  
victims/survivors and their  
dependent children
- 18) Barry County Family Court  
Hastings, MI NOT TO EXCEED  
\$ 75,417.00 Total  
**FY11-13** 100% Federal Fund  
Three-year contract for  
Wraparound Coordination  
services in Barry County

*Withdrawn prior to meeting*

4. DEPARTMENT OF HUMAN SERVICES continued

19) Community Mental Health for NOT TO EXCEED  
Central Michigan \$ 67,173.00 Total  
Mt. Pleasant, MI **FY11-13** 100% Federal Fund  
Three-year contract for  
Wraparound Coordination  
services in Midland County

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

5. DEPARTMENT OF CORRECTIONS

1) Various Sex Offender \$ 481,000.00 Amendment  
Counseling Providers \$ 4,041,850.00 New Total  
(Listing on file) **FY10** 100% General Fund  
Additional funding to continue  
sex offender counseling  
services

2) Various Residential \$ 3,246,750.00 Amendment  
Substance Abuse Treatment \$ 29,711,804.00 New Total  
Providers **FY10** 100% General Fund  
(Listing on file) Additional funding to continue  
residential substance abuse  
treatment services

3) Northwest Michigan Council \$ 196,500.00 Amendment  
of Governments \$ 3,336,750.00 New Total  
Traverse City, MI **FY10** 100% General Fund  
Additional funding to continue  
Michigan Prisoner Re-Entry  
Initiative services

6. DEPARTMENT OF EDUCATION

1) Supplemental Health Care \$ 41,600.00 Amendment  
Services \$ 197,200.00 New Total  
Livonia, MI **FY10-11** 100% Local Funds  
*Tuition Funds for Academies*  
Occupational Therapy at  
Michigan School for the Deaf

7. DEPARTMENT OF HUMAN SERVICES

- 1) Catholic Charities of West Michigan Muskegon, MI \$ 66,000.00 Amendment \$ 737,917.00 New Total **FY11** 100% Federal Fund  
New contract for FY11 has had unanticipated delays. Additional funds and 4-month extension will allow services to continue without disruption
- 2) Every Woman's Place Muskegon, MI \$ 40,000.00 Amendment \$ 374,287.00 New Total **FY11** 100% Federal Fund  
New contract for FY11 has had unanticipated delays. Additional funds and 4-month extension will allow services to continue without disruption
- 3) Various CSFOC series \$ 161,218.00 Amendment \$ 2,254,838.00 New Total **FY10** 66% Federal Fund 34% County Match  
Increased funding to reimburse for higher than expected costs
- 4) Various RFC Series (Listing on file) \$ 3,765,432.00 Amendment \$499,319,257.00 New Total **FY10-11** 34% Federal Fund 66% General Fund  
Increase in rate per diem required by lawsuit settlement
- 5) Various PVPR-10-Series (Listing on file) \$ 514,284.00 Amendment \$ 7,250,633.00 New Total **FY10-11** 100% Federal Fund  
Additional funds to add a vendor to the list of vendors performing Child Abuse and Neglect Prevention Programs

8. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1) CSS HealthForce \$ 1,484,130.00 Amendment  
Grand Rapids, MI \$ 5,936,520.00 New Total  
**FY11** 33% General Fund  
34 % Federal Fund  
33% Restricted Fund  
*Member Private Pay*  
Additional funding for a one-  
year option for Competency  
Evaluated Nursing Assistants  
Services-Grand Rapids Home for  
Veterans

9. DEPARTMENT OF STATE

1) Election Systems & \$ 11,760.00 Amendment  
Software Inc. \$ 1,032,686,40 New Total  
Omaha, NE **FY10** 95% Federal Fund  
5% General Fund  
Bureau of Elections is  
requesting preventative  
maintenance on Election Systems  
& Software (ES&S) Auto MARK and  
Premier AccuVote Optical Scan  
Voting Equipment

SECTION III - AGENCY SUBMITTED - NEW GRANTS

10. DEPARTMENT OF COMMUNITY HEALTH

1) Various Vendors \$ 591,436.00 Total  
(Listing on File) **FY11** 100% Federal Fund  
One-year grant agreement to  
provide funding for expanded  
HIV testing in high prevalence  
health care settings

10. DEPARTMENT OF COMMUNITY HEALTH continued

- 2) Lutheran Social Services  
Of Michigan  
Detroit, MI
- \$ 64,710.00 Total  
**FY11** 14% Federal Fund  
84% General Fund  
One-year grant agreement to provide funding for proactive review and planning with Community Mental Health Services Program case management staff and other staff to identify resources and access to services to facilitate homecare for children with intense special medical/health needs
- 3) Various Vendors  
(Listing on File)
- \$ 1,848,816.00 Total  
**FY11** 100% Federal Fund  
One-year grant agreement to provide funding for highly targeted community based HIV/AIDS prevention
- 4) Detroit Receiving Hospital  
Detroit, MI
- \$ 225,000.00 Total  
**FY11** 100% Restricted Fund  
*Michigan Health Initiative*  
One-year grant agreement to provide funding for the implementation of routine HIV testing using rapid test technologies
- 5) Community AIDS Resources  
and Education Services  
Kalamazoo, MI
- \$ 695,000.00 Total  
**FY11** 99% Federal Fund  
1% Restricted Fund  
*Michigan Health Initiative*  
One-year grant agreement to provide funding for continuum of care services to persons living with HIV/AIDS

10. DEPARTMENT OF COMMUNITY HEALTH continued

- |     |  |   |
|-----|--|---|
| 6)  | Hackley Hospital<br>Muskegon, MI                           | \$ 272,000.00 Total<br><b>FY11</b> 100% Federal Fund<br>One-year grant agreement to<br>provide funding for continuum<br>of care services to persons<br>living with HIV/AIDS |
| 7)  | Health Delivery, Inc.<br>Saginaw, MI                       | \$ 208,000.00 Total<br><b>FY11</b> 100% Federal Fund<br>One-year grant agreement to<br>provide funding for continuum<br>of care services to persons<br>living with HIV/AIDS |
| 8)  | HIV/AIDS Resource Center<br>Ypsilanti, MI                  | \$ 500,000.00 Total<br><b>FY11</b> 100% Federal Fund<br>One-year grant agreement to<br>provide funding for continuum<br>of care services to persons<br>living with HIV/AIDS |
| 9)  | Lansing Area AIDS Network<br>Lansing, MI                   | \$ 500,000.00 Total<br><b>FY11</b> 100% Federal Fund<br>One-year grant agreement to<br>provide funding for continuum<br>of care services to persons<br>living with HIV/AIDS |
| 10) | Munson Medical Center<br>Traverse City, MI                 | \$ 275,000.00 Total<br><b>FY11</b> 100% Federal Fund<br>One-year grant agreement to<br>provide funding for continuum<br>of care services to persons<br>living with HIV/AIDS |
| 11) | Sacred Heart Rehabilitation<br>Center, Inc.<br>Memphis, MI | \$ 336,716.00 Total<br><b>FY11</b> 100% Federal Fund<br>One-year grant agreement to<br>provide funding for continuum<br>of care services to persons<br>living with HIV/AIDS |

10. DEPARTMENT OF COMMUNITY HEALTH continued

- |     |  |                 |  |
|-----|--|-----------------|--|
| 12) | Saint Mary's Health Care<br>Grand Rapids, MI                       | \$ 385,492.00   | Total<br><b>FY11</b> 100% Federal Fund<br>One-year grant agreement to<br>provide funding for continuum<br>of care services to persons<br>living with HIV/AIDS  |
| 13) | Wellness AIDS Services, Inc.<br>Flint, MI                          | \$ 142,500.00   | Total<br><b>FY11</b> 98% Federal Fund<br>2% Restricted Fund<br><i>Michigan Health Initiative Fund</i><br>One-year grant agreement to<br>provide funding for continuum<br>of care services to persons<br>living with HIV/AIDS |
| 14) | Community Services Network<br>Traverse City, MI                    | \$ 129,903.00   | Total<br><b>FY11</b> 100% Restricted Fund<br><i>Civil Monetary Penalties Fund</i><br>One-year grant agreement to<br>provide funding for dementia<br>training for educators and<br>nursing home staff                         |
| 15) | Care Resources<br>Grand Rapids, MI                                 | \$ 8,500,000.00 | Total<br><b>FY11</b> 34.21% General Fund<br>65.79% Federal Fund<br>One-year grant agreement to<br>provide funding for a Program<br>of All-inclusive Care for the<br>Elderly (PACE)   |
| 16) | Comprehensive Sr. Care Corp.<br>DBA Centracare<br>Battle Creek, MI | \$ 4,300,000.00 | Total<br><b>FY11</b> 34.21% General Fund<br>65.79% Federal Fund<br>One-year grant agreement to<br>provide funding for a Program<br>of All-inclusive Care for the<br>Elderly (PACE)   |

10. DEPARTMENT OF COMMUNITY HEALTH continued

- 17) LifeCircles  
Muskegon, MI
- \$ 5,100,000.00 Total  
**FY11** 34.21% General Fund  
65.79% Federal Fund  
One-year grant agreement to provide funding for a Program of All-inclusive Care for the Elderly (PACE)
- 18) D.A. Blodgett for Children  
St. Johns  
Grand Rapids, MI
- \$ 129,898.00 Total  
**FY11** 100% General Fund  
One-year grant agreement to provide funding for special needs adoption for children referred by local community mental health programs
- 19) MI Assoc of Substance Abuse  
Coordinating Agencies  
East Lansing, MI
- \$ 75,000.00 Total  
**FY11** 80% Federal Fund  
20% General Fund  
One-year grant agreement to provide funding for the monitoring and reporting of prevention activities by all Bureau of Substance Abuse and Addiction Services funded prevention programs throughout the State of Michigan
- 20) Sickle Cell Association of  
America, MI Chapter  
Detroit, MI
- \$ 1,135,321.00 Total  
**FY11** 100% Restricted Fund  
*Newborn Screening Fees*  
One-year grant agreement to provide funding for the follow-up and counseling services for families of newborns with Sickle Cell Anemia and Sickle Cell Trait

10. DEPARTMENT OF COMMUNITY HEALTH continued

- 21) Assertive Community Treatment \$ 119,121.00 Total  
Association **FY11** 100% Federal Fund  
Brighton, MI One-year grant agreement to  
provide funding for Assertive  
Community Treatment staff  
training for multidisciplinary  
team based community  
interventions by mental health  
practitioners
- 22) Visiting Nurses Assoc. \$ 54,500.00 Total  
Southeastern Michigan **FY11** 90% Federal Fund  
Oak Park, MI 10% Restricted Fund  
*Michigan Health Initiative*  
One-year grant agreement to  
provide funding for the  
continuum of care services to  
persons living with HIV/AIDS
- 23) Prevention Michigan \$ 402,000.00 Total  
East Lansing, MI **FY11** 99.50% Federal Fund  
0.50% Fees  
One-year grant agreement to  
provide funding for statewide  
community based substance abuse  
prevention services
- 24) Salvation Army Harbor Light \$ 4,027,142.00 Total  
Detroit, MI **FY11** 73.84% Federal Fund  
18.46% General Fund  
5.21% Fees  
2.49% Other  
One-year grant agreement to  
provide funding for prevention  
and reduction of the incidence  
of drug and alcohol abuse and  
dependency in Southeast  
Michigan

10. DEPARTMENT OF COMMUNITY HEALTH continued

25) AIDS Partnership Michigan \$ 260,320.00 Total  
Detroit, MI **FY11** 91% Federal Fund  
9% Restricted Fund  
*Michigan Health Initiative*  
One-year agreement to provide  
funding for community re-entry  
services for HIV positive  
incarcerated individuals upon  
release and case management for  
women, infants and children  
infected and or affected with  
HIV/AIDS

11. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Mr. Gregory Pitoniak for \$ 2,197,679.00 Total  
Southeast Michigan **FY10-12** 100% Federal Fund  
Community Alliance (SEMA) Federal funding will be  
Taylor, MI allocated to the Grantee to  
work with Ford Motor Company to  
Convert their former Wayne,  
Michigan, Truck Plant into a  
flexible manufacturing facility  
that can produce smaller  
vehicles on a global platform.  
The grantee will provide  
training in the areas of  
Electrician and Stationary  
Steam Engineer

2) Statewide Centers for \$ 3,795,000.00 Total  
Independent Living **FY11** 100% Federal Fund  
(Listing on file) The Grantees will receive  
funding to establish and  
maintain community-based  
Centers For Independent Living  
(CIL's) in Michigan



11. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH continued

- 7) Mr. Larry C. Inman, for \$ 529,231.00 Total  
Northwest Michigan Council **FY10-11** 100% Federal Fund  
of Governments Grantee will receive federal  
Williamsburg, MI WIA funding to provide  
retraining, job placement and  
other services to dislocated  
workers affected by plant  
closures/mass layoffs in the  
area served by the Grantee
- 8) Mr. Paul Gielegem, Chairman, for \$ 4,500,000.00 Total  
Macomb/St. Clair **FY10-11** 100% Federal Fund  
Workforce Development Board Grantee will receive federal  
Mt. Clemens, MI WIA funding to provide  
retraining, job placement and  
other services to dislocated  
workers affected by plant  
closures/mass layoffs in the  
area served by the Grantee
- 9) Mr. Larry Emig, L.E.O. Chair, for \$ 469,068.00 Total  
Michigan Works West Central **FY10-11** 100% Federal Fund  
Big Rapids, MI Grantee will receive federal  
WIA funding to provide  
retraining, job placement and  
other services to dislocated  
workers affected by plant  
closures/mass layoffs in the  
area served by the Grantee
- 10) Mr. Paul Arsenault, Chair, \$ 660,134.00 Total  
for Michigan Works! **FY10-11** 100% Federal Fund  
The Job Force Board Grantee will receive federal  
Escanaba, MI WIA funding to provide  
retraining, job placement and  
other services to dislocated  
workers affected by plant  
closures/mass layoffs in the  
area served by the Grantee

11. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH continued

- 11) Ms. Nancy Morrison, Chair, \$ 35,377.00 Total  
For Eastern Upper Peninsula **FY10-11** 100% Federal Funds  
Michigan Works! Grantee will receive federal  
Sault Ste. Marie, MI WIA funding to provide  
retraining, job placement and  
other services to dislocated  
workers affected by plant  
closures/mass layoffs in the  
area served by the Grantee
- 12) Mr. Eddie Foxx, Chairman, for \$ 1,100,000.00 Total  
Great Lakes Bay **FY10-11** 100% Federal Fund  
Michigan Works! Grantee will receive federal  
Saginaw, MI WIA funding to provide  
retraining, job placement and  
other services to dislocated  
workers affected by plant  
closures/mass layoffs in the  
area served by the Grantee
- 13) Mr. Al Haidous for \$ 140,000.00 Total  
Southeast Michigan **FY10-11** 100% Federal Fund  
Community Alliance Grantee will receive federal  
(SEMCA) Michigan Works! WIA funding to provide  
Taylor, MI retraining, job placement and  
other services to dislocated  
workers affected by plant  
closures/mass layoffs in the  
area served by the Grantee

12. DEPARTMENT OF HUMAN SERVICES

- 1) County of Kent \$ 125,000 Total  
Grand Rapids, MI **FY11** 100% Federal Fund  
Funding to provide  
disproportionate minority  
contact intervention for youth
- 2) Menominee County Circuit \$ 136,878.00 Total  
Court Family Division **FY11-13** 100% Federal Fund  
Menominee, MI Three-year grant for  
Delinquency services

12. DEPARTMENT OF HUMAN SERVICES continued

- 3) Mid Michigan Community Action Agency  
Farwell, MI \$ 30,000.00 Total  
**FY11-13** 100% General Fund  
Three-year grant for emergency food services in Clare County
- 4) Otsego County Food Pantry  
Gaylord, MI \$ 36,000.00 Total  
**FY11-13** 100% General Fund  
Three-year grant for emergency food services in Otsego County
- 5) Various LCA-10-Series  
(Listing on file) \$ 7,000,000.00 Total  
**FY10-11** 100% Federal Fund  
One-year, one-month grant to assist low-income families with heating fuel payments

13. DEPARTMENT OF STATE POLICE

- 1) Various  
(Listing on file) \$ 3,305,500.00 Total  
**FY 11** 100% Restricted Fund  
*National Highway Traffic Safety Administration Fund*  
State, county and local law enforcement will use these funds to do overtime enforcement of the safety belt and child restraint, impaired driving and minor in possession laws
- 2) University of Michigan  
Transportation Research Institute  
Ann Arbor, MI \$ 200,000.00 Total  
**FY11** 100% Federal Fund  
To keep the website with current and historical traffic crash data accessible to the public. This provides accurate information for analysis which determines a course of action to prevent fatal crashes and reduce injuries on our roadways



15. DEPARTMENT OF COMMUNITY HEALTH continued

- |    |  |   |  |
|----|--|---|--|
| 2) | Detroit Urban League<br>Detroit, MI                        | \$ 74,601.00 Amendment<br>\$ 1,556,078.00 New Total   | <b>FY10</b> 100% Federal Fund<br>Additional funds for one-year grant agreement to provide funding for the delivery of WIC services according to the United States Department of Agriculture and the State of Michigan regulations and policies   |
| 3) | Disability Network Southwest<br>Michigan<br>Kalamazoo, MI  | \$ 85,000.00 Amendment<br>\$ 219,000.00 New Total     | <b>FY10</b> 100% Restricted Fund<br><i>Civil Monetary Penalty Fund</i><br>Additional funds for one-year grant agreement to provide funding to assist individuals who are Medicaid eligible, with transitioning services from a nursing facility to another living arrangement in a private residence |
| 4) | Southeastern Michigan Health<br>Association<br>Detroit, MI | \$ 196,828.00 Amendment<br>\$ 17,571,939.00 New Total | <b>FY10</b> 77.5% Federal Fund<br>4.1% General Fund<br>15.7% Restricted Fund<br><i>See bid tab for list of funds</i><br>2.7% Fees/other State Funds<br>Additional funds for a one-year grant agreement to provide funding for various community health projects                                      |

15. DEPARTMENT OF COMMUNITY HEALTH continued

5) Various Vendors \$ 19,619,726.00 Amendment  
(Listing on File) \$192,672,708.00 New Total  
**FY10** 60.27% Federal Fund  
39.73% General Fund  
Additional funds for one-year grant agreement to provide funding for MI Choice Home and Community Based Services for the elderly and disabled waiver program services as an option to institutionalization in nursing facilities

16. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Mr. Al Haidous for \$ 242,793.00 Amendment  
Southeast Michigan \$ 572,793.00 New Total  
Community Alliance **FY10-14** 100% Federal Funds  
(SEMCA) Michigan Works! Grantee will receive additional  
Taylor, MI federal WIA funding to expand  
the scope of training for job  
seekers for potential  
employment at A123 Systems, Inc

17. DEPARTMENT OF HUMAN SERVICES

1) Various LIHEAP09-Series \$ 14,000,000.00 Amendment  
(Listing on file) \$ 23,000,000.00 New Total  
**FY10** 100% Federal Fund  
To add funds for the Local Weatherization Operator (LWO) network to weatherize dwellings for low-income families

2) Various RASI10-Series \$ 78,400.00 Amendment  
(Listing on file) \$ 470,400.00 New Total  
**FY10** 100% Federal Fund  
Additional funds and extension due to higher than anticipated need for these services

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

18. DEPARTMENT OF COMMUNITY HEALTH

- |    |   |  |
|----|---|--|
| 1) | AB Sciex, LLC<br>Foster City, CA              | \$ 42,905.60 (one-Time)<br><b>FY10</b> 100% Restricted Fund<br><i>Michigan Health Initiative Fund</i><br>391R0200217 Two Tri-Gas<br>Generators w/compressors |
| 2) | Jacobs Cleaning Village<br>Essexville, MI     | \$ 324,106.50 (3 years)<br><b>FY10-13</b> 100% General Fund<br>071I0200141 Laundry/Linen<br>Services-Caro Center   |
| 3) | Mack Investigative Services<br>Southfield, MI | \$ 209,250.00 (3 years)<br><b>FY10-13</b> 100% Federal Fund<br>071I0200094 Women, Infant, and<br>Children Program compliance<br>buys                         |

19. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- |    |   |   |
|----|---|---|
| 1) | Oppenheim Research, Inc.<br>Tallahassee, FL | \$ 151,200.00 (2yr 10mo 3dy)<br><b>FY10-13</b> 100% Federal Fund<br>071I0200106 Customer<br>Satisfaction Survey required by<br>the Workforce Investment Act |
|----|---|---|

20. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- |    |  |  |
|----|--|--|
| 1) | Lansing Uniform Company<br>Lansing, MI | NOT TO EXCEED<br>\$ 276,878.00 (5 years)<br><b>FY10-15</b> 15% Federal Fund<br>15% General Fund<br>70% Restricted Fund<br><i>Fish and Game Fund</i><br>071B0200281 Conservation<br>Officers Uniforms |
|----|--|--|

21. DEPARTMENT OF STATE POLICE

- 1) Michigan Police Equipment Company  
Charlotte, MI \$ 30,690.00 (one-time)  
**FY10** 100% General Fund  
071I0200165 Hand Held Night  
Vision Monoculars
- 2) W. Nuhsbaum, Inc.  
McHenry, IL NOT TO EXCEED  
\$ 2,062,115.70 (3 years)  
**FY10-13** 100% Restricted Fund  
*State Forensic Lab Fund*  
071B0200278 Stereomicroscopes

22. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) CCH-Wolters Kluwer  
Chicago, IL \$ 199,868.66 (5 years)  
**FY10-15** Various funds  
*Determined by using agencies*  
071I0200095 Legal Research  
Databases and Print Products
- CBCInnovis  
Ada, MI \$ 340,422.00 (5 years)  
**FY10-15** Various Funds  
*Determined by using agencies*  
071I0200095 Legal Research  
Databases and Print Products
- LexixNexis  
Miamisburg, OH \$ 1,727,181.27 (5 years)  
**FY10-15** Various Funds  
*Determined by using agencies*  
071I0200095 Legal Research  
Databases and Print Products
- West Publishing Corp.  
Eagan, MN \$ 2,169,469.59 (5 years)  
**FY10-15** Various Funds  
*Determined by using agencies*  
071I0200095 Legal Research  
Databases and Print Products
- 2) Key Government Finance  
Superior, CO NOT TO EXCEED  
\$ 6,433,356.56 (48 months)  
**FY10-14** 100% Revolving Fund  
*Various DTMB Revolving Funds*  
Finance for Lease/Purchase, EMC  
Network Components and  
Equipment

22. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

3) Alamo Sales Corp. Seguin, TX	\$ 808,535.91 (3 years) <b>FY10-13</b> Various Funds <i>See bid tab for list of funds</i> 071I0200073 Agriculture, Grounds, and Roadside Equipment, Statewide
Spartan Distributors, Inc. Auburn Hills, MI	\$ 808,535.91 (3 years) <b>FY10-13</b> Various Funds <i>See bid tab for list of funds</i> 071I0200073 Agriculture, Grounds, and Roadside Equipment, Statewide
Clark Equipment Co. d/b/a Bobcat Co. West Fargo, ND	\$ 808,535.91 (3 years) <b>FY10-13</b> Various Funds <i>See bid tab for list of funds</i> 071I0200073 Agriculture, Grounds, and Roadside Equipment, Statewide
Power Equipment Distributors, Inc. Richmond, MI	\$ 808,535.91 (3 years) <b>FY10-13</b> Various Funds <i>See bid tab for list of funds</i> 071I0200073 Agriculture, Grounds, and Roadside Equipment, Statewide
John Deere Company Cary, NC	\$ 808,535.91 (3 years) <b>FY10-13</b> Various Funds <i>See bid tab for list of funds</i> 071I0200073 Agriculture, Grounds, and Roadside Equipment, Statewide
CNH America LLC New Holland, PA	\$ 808,535.91 (3 years) <b>FY10-13</b> Various Funds <i>See bid tab for list of funds</i> 071I0200073 Agriculture, Grounds, and Roadside Equipment, Statewide

22. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- |    |  |   |
|----|--|---|
| 4) | Eaton Corporation<br>Novi, MI                        | \$ 10,000.00 (1 year)<br><b>FY10-11</b> 100% General Fund<br>071R0200281 Smart Meters,<br>Statewide   |
|    | SmartSync, Inc.<br>Jackson, MS                       | \$ 10,000.00 (1 year)<br><b>FY10-11</b> 100% General Fund<br>071R0200281 Smart Meters,<br>Statewide   |
|    | Madison Electric Company<br>Warren, MI               | \$ 10,000.00 (1 year)<br><b>FY10-11</b> 100% General Fund<br>071R0200281 Smart Meters,<br>Statewide   |
| 5) | Citizens Management, Inc.<br>Howell, MI              | \$ 5,311,530.00 (3 years)<br><b>FY11-13</b> 100% Revolving Fund<br><i>Various Funds by Department</i><br>071I0200097 Worker's<br>Compensation Third Party Claims<br>Administration Services for the<br>Office of the State Employer   |
| 6) | Various<br>(Listing on file)                         | \$ 2,000,000.00 (5 years)<br><b>FY10-15</b> Various Funds<br><i>Various by agency</i><br>071R0200318 Fuel, Oil, and<br>Gasoline, Statewide  |
|    | <b>Various RE:START Vendors</b>                      | <b>Short-term Staff Augmentation<br/>for information technology for<br/>various departments</b>   |
| 7) | Analysts International<br>(Del Felker)<br>Okemos, MI | NOT TO EXCEED<br>\$ 164,176.00 (one year)<br><b>FY10</b> 100% Federal Fund<br>071I0200181 For a Senior<br>Programmer/Analyst to assist<br>the Unemployment Insurance<br>Agency (UIA) with conversion,<br>development, and implementation<br>of all web apps for replacement<br>of the current IVR Initial and<br>Continued Claims systems |

22. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- 8) Kunz, Leigh & Associates NOT TO EXCEED  
(Garret Radford) \$ 208,160.00 Total  
(Elizabeth Robinson) **FY10-11** 92% Restricted Fund  
(Martin Tompkins III) *See bid tab for list of funds*  
Lathrup Village, MI 8% General Fund  
071I0200157 For 2 Senior  
Programmers/Analysts and a  
Programmer to assist the  
Department of State with  
automation of the Assigned  
Claims Facility application
- 9) Ship-to-Shore Computing NOT TO EXCEED  
(Lori Aamoth) \$ 158,720.00 Total  
Norcross, GA **FY10-11** 100% Restricted Fund  
*Forfeited Funds*  
071I0200191 For a Senior  
Programmer to assist the  
Department of State Police in  
leveraging existing  
functionality in the Grant  
Reporting Information Program
- 10) The Wellman Group NOT TO EXCEED  
(Cliff Wellman) \$ 154,752.00 (one-year)  
Alma, MI **FY10** 100% Federal Fund  
071I0200178 For a Senior  
Programmer/Analyst to assist  
the Unemployment Insurance  
Agency with the implementation  
of the State Information Data  
Exchange System (SIDES)

23. DEPARTMENT OF TRANSPORTATION

- 1) Altec Industries NOT TO EXCEED  
Indianapolis, IN \$ 140,035.00 (one-time)  
**FY10** 100% Restricted Fund  
*State Trunkline Fund*  
071I0200151 Two Aerial Towers

23. DEPARTMENT OF TRANSPORTATION continued

- |    |   |  |
|----|---|--|
| 2) | Grand Equipment Company<br>Hudsonville, MI                | NOT TO EXCEED<br>\$ 52,938.00 (one-time)<br><b>FY10</b> 100% Federal Fund<br>071I0200188 Seven Portable<br>Light Towers    |
| 3) | Kennedy Industries<br>Milford, MI                         | \$ 42,990.00 (one-time)<br><b>FY10</b> 100% Restricted Fund<br><i>State Trunkline Fund</i><br>071I0200164 Submersible Pump |
| 4) | Truck & Trailer Specialties<br>Incorporated<br>Dutton, MI | \$ 26,656.00 (one-time)<br><b>FY10</b> 100% Restricted Fund<br><i>State Trunkline Fund</i><br>071I0200161 Snow Plows       |

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

24. DEPARTMENT OF CORRECTIONS

- |    |   |  |
|----|---|--|
| 1) | Aladdin Temp-Rite LLC<br>Hendersonville, TN | \$ 100,000.00 Amendment<br>\$ 409,451.58 New Total<br><b>FY11-12</b> 100% General Fund<br>071B8200044 Additional funding<br>for a one-year option to the<br>contract for Meal Delivery<br>Insulated Tray Systems (Server<br>Trays, Covers, and Disposable<br>Dishware) |
| 2) | Nancy Jo Hanson<br>Rochester, MI            | \$ 30,000.00 Amendment<br>\$ 1,291,000.00 New Total<br><b>FY10</b> 100% General Fund<br>071B5200239 Additional funds<br>for the contract for Polygraph<br>Testing  |



28. DEPARTMENTS OF STATE POLICE, NATURAL RESOURCES AND ENVIRONMENT,  
AND ATTORNEY GENERAL

1) C.M.P. Distributors, Inc. \$ 500,000.00 Amendment  
Lansing, MI \$ 2,002,172.81 New Total  
**FY10-11** 100% General Fund  
071B6200388 Additional funds  
for a one-year option to the  
contract for Ammunition

29. DEPARTMENT OF TRANSPORTATION

1) Various Vendors \$ 5,227,117.52 Amendment  
(Listing on file) \$ 91,352,117.52 New Total  
**FY11** 100% Restricted Fund  
*State Trunkline Fund*  
Additional funds for a one-year  
option to the contracts for  
road salt

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

30. DEPARTMENT OF CORRECTIONS

Inmate Claims

1) Perrell Bradford #351363 \$ 42.07

The claimant (10-SAB/DOC-319) requests \$42.07 reimbursement for his MP3 player damaged by staff. The Committee recommends approval of this claim.

2) Everette Burnett 247695# \$999.00

The claimant (10-SAB/DOC-320) requests \$999.99 reimbursement for numerous items lost or damaged by staff. The Committee recommends approval of \$8.00 for this claim.

30. DEPARTMENT OF CORRECTIONS continued

- 3) Michael Conklin #249288 \$ 53.87

The claimant (10-SAB/DOC-323) requests \$53.87 reimbursement for his padlock and hobby craft items lost while under control of the Department. The Committee recommends approval of \$26.94 for this claim.

- 4) Edward Fisher #171130 \$151.16

The claimant (10-SAB/DOC-324) requests \$151.16 reimbursement for his TV damaged while under control of the Department. The Committee recommends denial of this claim.

- 5) Ronnie Johns #225455 \$ 8.73

The claimant (10-SAB/DOC-366) requests \$8.73 reimbursement for two bags of coffee lost while under control of the Department. The Committee recommends approval of \$2.50 for this claim.

- 6) Bruce Mayweather #176095 \$887.61

The claimant (10-SAB/DOC-327) requests \$887.61 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of \$60.49 for this claim.

- 7) Daniel Mullins #152385 \$100.00-311.00

The claimant (10-SAB/DOC-367) requests \$100.00-311.00 reimbursement for his typewriter damaged during transfer from one facility to another. The Committee recommends approval of \$101.90 for this claim.

- 8) Earnest Peoples #411582 \$ 11.98

The claimant (10-SAB/DOC-328) requests \$11.98 reimbursement for his dictionary lost while under control of the Department. The Committee recommends denial of this claim.

30. DEPARTMENT OF CORRECTIONS continued

9) Corey Robinson #313841 \$173.00

The claimant (10-SAB/DOC-330) requests \$173.00 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends denial of this claim.

31. DEPARTMENT OF STATE

1) Bob Powell Herring \$220.00

The claimant (10-SAB-091) requests \$220.00 reimbursement for monies paid for his driver's license reinstatement and was denied. The Committee recommends denial of this claim.

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

**SECTION XI - SPECIAL ITEMS**

32. DEPARTMENT OF ATTORNEY GENERAL

Requests approval to write-off 4562 uncollectible taxes and penalties on quarters from Employer Accounts, representing a total indebtedness of \$2,419,518.87. Collection of these debts is no longer possible due to one of the following reasons: barred by statute, discontinued corporation with no assets, discharged bankrupt corporation, deceased employer with insufficient estate, or discontinued corporation with no assets (reimbursing employers)

33. DEPARTMENT OF HUMAN SERVICES

The DHS appropriations bill requires that liens be placed on real property when State Emergency Relief (SER) is issued for mortgage payments, land contract payments, property taxes and home repairs. The lien is required when payments exceed \$250.00 on one or a combination of these services. Such payments were made for delinquent taxes, and the recipients have repaid the department in full. The Department is requesting permission from the Board to release the following lien:

\$ 150.00 at 4019 Emerick, Saginaw, MI  
\$ 385.00 at 4019 Emerick, Saginaw, MI  
\$1,500.00 at 808 N. Mason, Saginaw, MI

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**

8/9/2010 11:40 version

**FINANCE AND CLAIMS COMMITTEE**

August 10, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

August 17, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

.....

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

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

1s. DEPARTMENT OF EDUCATION

- 1) American Healthcare Services \$ 382,000.00 Total  
LLC **FY10-13** 30% Local Fund  
Troy, MI *Tuition Funds*  
70% Federal Fund  
Nursing Services for the  
Michigan School for the Deaf

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

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

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

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

2s. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Various \$ 0.00 (3 years)  
(Listing on file) 071I0200163 Prequalified  
Business Process Review  
Consultants, Statewide

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

3s. **DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET**

1) Gabriel, Roeder Smith & Co. \$ 200,000.00 Amendment  
Southfield, MI \$ 2,985,750.00 New Total  
**FY10-11** 100% Restricted Fund  
*Retirement Systems of  
Michigan Public School Employees,  
State Police, Judges, State  
Employees, and Military*  
071B7200026 Actuarial Services  
for the Office of Retirement  
Services

Various RE:START Vendors

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

2) Business Solutions 21 NOT TO EXCEED  
(Danesh Manik) \$ 159,120.00 Amendment  
East Lansing, MI \$ 495,040.00 New Total  
**FY10** 100% Restricted Fund  
*Education Trust Fund*  
071B8200159 For a one-year  
option to the contract for a  
Senior Programmer/Analyst to  
assist the Department of  
Treasury, Student Financial  
Services and Bond Finance  
Authority with replacement of  
the Michigan Education Trust  
(MET) System

**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.

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

8/9/2010 11:40 version

**FINANCE AND CLAIMS COMMITTEE**

August 10, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

August 17, 2010, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

.....

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

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

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

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

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

1a. DEPARTMENT OF COMMUNITY HEALTH

- |   |  |
|---|--|
| 1) Various Vendors<br>(Listing on File) | \$ 2,586,885.00 Amendment<br>\$153,194,806.00 New Total<br><b>FY10</b> 67.8% Federal Fund<br>0.9% Recovery Act Funds<br>29% General Fund<br>1.8% Restricted Fund<br><i>Healthy Michigan Fund</i><br>0.4% Restricted Fund<br><i>MI Health Initiative</i><br>0.1% Other Funds<br>Additional funds to facilitate<br>the delivery of public health<br>services to the citizens of<br>Michigan, in accordance with<br>the Michigan Public Health Code |
|---|--|

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

2a. DEPARTMENT OF AGRICULTURE

- |   |  |
|---|--|
| 1) Retired Engineer Technical<br>Assistance Foundation<br>Livonia, MI | \$ 1,043,851.045 (1.5 years)<br><b>FY10-12</b> 100% Recovery Act Funds<br>071I0200152 Retired Engineer<br>Technical Assistance Program |
|---|--|

3a. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1)	NOVA Consultants Novi, MI	\$ 64,944.75 (one-time) <b>FY10</b> 100% Recovery Act Funds 071I0200100 Photovoltaic Solar System
----	------------------------------	--

4a. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1)	CWC Chemical Inc. Cloverdale, VA	NOT TO EXCEED \$ 66,080.00 (one-time) <b>FY10</b> 100% Recovery Act Funds 071I0200198 Herbicide and Glyphosate for aerial spraying at Point Mouille
----	-------------------------------------	--

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

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

-----

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of August 10, 2010. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of August 10, 2010, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

# APPROVED

August 17, 2010

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

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

A regular meeting of the Transportation and Natural Resources Committee was held at 3:30 p.m. on August 11, 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; Mike Blackledge, Connie Hanrahan, Mike Middaugh, Chad Rajala, Betsy Steudle, Department of Transportation

---

There were no Department of Natural Resources and Environment agendas presented.

The Department of Transportation regular agenda was presented.

Correspondence was received from Kirk T. Steudle, the Director of the Department of Transportation, regarding retroactive items 59, 60, 61, and 62 of the Transportation agenda.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Items 27 and 30 contingent upon approval by the Office of Commission Audit; Item 27 contingent upon approval by the Department of Attorney General; and Items 119, 133, 138, 141, 149, 156, 160, 161, 180 and 207 contingent upon receipt of a copy of the 10% over engineers estimate letters. Supported by Ms. Carey, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

# AGENDA

## DEPARTMENT OF TRANSPORTATION

### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 11, 2010 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: August 17, 2010 - Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

---

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

### CONTRACTS

1. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0402) between MDOT and the City of Hillsdale will provide federal and state grant funds for the land acquisition costs for parcels 12, 35, 41, 45, 46, 48, 54, and 55 and for the update of the Exhibit A property map at the Hillsdale Municipal Airport in Hillsdale, 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 \$450,000. Source of Funds: FAA Funds (via block grant) - \$427,500; State Bond Funds - \$11,250; City of Hillsdale Funds - \$11,250.

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

**Purpose/Business Case:** To provide for the land acquisition costs for parcels 12, 35, 41, 45, 46, 48, 54, and 55 and the update of the Exhibit A property map. The costs include consultant, parcel, and closing costs for parcels 12 and 35 and condemnation costs for parcels 41, 45, 46, 48, 54, and 55.

**Benefit:** Will enhance airport safety by ensuring clear approaches and will satisfy FAA requirements.

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

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

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

**Cost Reduction:** The consultant contracts were reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 49242.

2. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Terminal Building

Contract (2010-0403) between MDOT and the Branch County Board of Commissioners will provide federal and state grant funds for the construction of a terminal building at the Branch County Memorial Airport in Coldwater, 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 \$536,685. Source of Funds: FAA Funds (via block grant) - \$414,850; State Restricted Aeronautics Funds - \$10,917; Branch County Funds - \$110,918.

**Criticality:** This project will increase the capacity for passenger operations and services and is essential to creating a safer and more efficient system.

**Purpose/Business Case:** To provide for the construction of a terminal building.

**Benefit:** Will bring the airport into compliance with current FAA standards and will improve safety.

**Funding Source:** 77.3% FAA Funds; 2.0% State Restricted Aeronautics Funds; 20.7% Branch 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:** 49036.

3. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0405) between MDOT and the Mayfield Township will provide federal and state grant funds for the land acquisition final condemnation costs for parcel E11 at the Dupont-Lapeer Airport in Lapeer, 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 \$280,000. Source of Funds: FAA Funds (via block grant) - \$266,000; State Bond Funds - \$7,000; Mayfield Township Funds - \$7,000.

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

**Purpose/Business Case:** To provide for the land acquisition final condemnation costs for parcel E11.

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

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% Mayfield 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 amount was determined by a court-ordered settlement and is not negotiable.

\* Denotes a non-standard contract/amendment

**Selection:** N/A.

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

**Zip Code:** 48446.

4. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2010-0406) between MDOT and the County of Oakland will provide federal and state grant funds for the update of the Exhibit A property map, boundary survey, and land inventory and reuse plan at the Oakland County International Airport in Pontiac, 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 \$95,000. Source of Funds: FAA Funds (via block grant) - \$90,250; State Restricted Aeronautics Funds - \$2,375; Oakland County Funds - \$2,375.

**Criticality:** The updates of the land documents are required before the airport can receive FAA entitlement monies.

**Purpose/Business Case:** To provide for the update of the Exhibit A property map, boundary survey, and land inventory and reuse plan.

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

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

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

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

**Cost Reduction:** The consultant contracts were reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.

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

**Zip Code:** 48327.

5. AERONAUTICS AND FREIGHT (Aeronautics) – Rehabilitation of Runway

Contract (2010-0407) between MDOT and the City of Three Rivers will provide federal and state grant funds for the rehabilitation of the pavements on runways 5/23 and 9/27 at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 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 \$375,000. Source of Funds: FAA Funds (via block grant) - \$356,250; State Bond Funds - \$9,375; City of Three Rivers Funds - \$9,375.

**Criticality:** The runway repairs will improve airport operations and enhance safety for airport users.

**Purpose/Business Case:** To provide for the rehabilitation of the pavements on runways 5/23 and 9/27.

**Benefit:** Will enhance airport safety.

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

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

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

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

\* Denotes a non-standard contract/amendment

**Selection:** N/A.

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

**Zip Code:** 49093.

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

Contract (2010-0408) between MDOT and the Township of Grosse Ile will provide federal and state grant funds for the installation of perimeter fencing (phase 1) and the reconstruction of miscellaneous panels on runway 17/35 at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$157,895. Source of Funds: FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$3,947; Township of Grosse Ile Funds - \$3,948.

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

**Purpose/Business Case:** To provide for the installation of perimeter fencing (phase 1) and the reconstruction of miscellaneous panels on runway 17/35.

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

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

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

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

**Cost Reduction:** The installation of the perimeter fencing was bid through MDOT and awarded to the lowest bidder. There were five bidders. The reconstruction of the runway panels will be bid locally and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 48138.

7. AERONAUTICS AND FREIGHT (Aeronautics) – Airport Crack Sealing

Contract (2010-0411) between MDOT and the Harbor/Petoskey Area Airport Authority (HPAAA) will provide state grant funds for airport crack sealing at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$6,000. Source of Funds: State Restricted Aeronautics Funds - \$3,000; HPAAA Funds - \$3,000.

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

**Purpose/Business Case:** To provide for airport crack sealing.

**Benefit:** Will enhance airport safety.

**Funding Source:** 50% State Restricted Aeronautics Funds and 50% HPAAA Funds.

**Commitment Level:** The contract has a fixed cost for the construction.

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

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

**Selection:** N/A.

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

**Zip Code:** 49722.

8. AERONAUTICS AND FREIGHT (Aeronautics) – Airport Crack Sealing

Contract (2010-0412) between MDOT and the Township of Clark will provide state grant funds for airport crack sealing at the Albert J. Lindberg Airport in Hessel, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$3,000. Source of Funds: State Restricted Aeronautics Funds - \$1,500; Township of Clark Funds - \$1,500.

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

**Purpose/Business Case:** To provide for airport crack sealing.

**Benefit:** Will enhance airport safety.

**Funding Source:** 50% State Restricted Aeronautics Funds and 50% Township of Clark Funds.

**Commitment Level:** The contract has a fixed cost for the construction.

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

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

**Selection:** N/A.

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

**Zip Code:** 49719.

9. AERONAUTICS AND FREIGHT (Aeronautics) – Airport Crack Sealing

Contract (2010-0413) between MDOT and William Bertrand will provide state grant funds for airport crack sealing at the Brighton Airport in Brighton, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$5,000. Source of Funds: State Restricted Aeronautics Funds - \$2,500; William Bertrand Funds - \$2,500.

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

**Purpose/Business Case:** To provide for airport crack sealing.

**Benefit:** Will enhance airport safety.

**Funding Source:** 50% State Restricted Aeronautics Funds and 50% William Bertrand Funds.

**Commitment Level:** The contract has a fixed cost for the construction.

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

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

**Selection:** N/A.

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

**Zip Code:** 48114.

10. AERONAUTICS AND FREIGHT (Aeronautics) – Airport Pavement Marking  
Contract (2010-0414) between MDOT and Macomb Airway, Inc., will provide state grant funds for airport pavement marking at the Ray Community Airport in Ray, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$1,000. Source of Funds: State Restricted Aeronautics Funds - \$500; Macomb Airway, Inc., Funds - \$500.

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

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

**Benefit:** Will enhance airport safety.

**Funding Source:** 50% State Restricted Aeronautics Funds and 50% 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 at this time without state participation.

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

**Selection:** N/A.

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

**Zip Code:** 48096.

11. AERONAUTICS AND FREIGHT (Aeronautics) – Airport Pavement Marking  
Contract (2010-0415) between MDOT and the Township of Clark will provide state grant funds for airport pavement marking at the Albert J. Lindberg Airport in Hessel, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$500. Source of Funds: State Restricted Aeronautics Funds - \$250; Township of Clark Funds - \$250.

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

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

**Benefit:** Will enhance airport safety.

**Funding Source:** 50% State Restricted Aeronautics Funds and 50% Township of Clark Funds.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49719.

12. AERONAUTICS AND FREIGHT (Aeronautics) – Airport Pavement Marking

Contract (2010-0416) between MDOT and the Harbor/Petoskey Area Airport Authority (HPAAA) will provide state grant funds for airport pavement marking at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$8,500. Source of Funds: State Restricted Aeronautics Funds - \$4,250; HPAAA Funds - \$4,250.

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

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

**Benefit:** Will enhance airport safety.

**Funding Source:** 50% State Restricted Aeronautics Funds and 50% HPAAA Funds.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49722.

13. AERONAUTICS AND FREIGHT (Aeronautics) – Airport Pavement Marking

Contract (2010-0417) between MDOT and Eagle II Properties, LLC, will provide state grant funds for airport pavement marking at the Garland Airport in Lewiston, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$2,750; Eagle II Properties, LLC, Funds - \$2,750.

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

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

**Benefit:** Will enhance airport safety.

**Funding Source:** 50% State Restricted Aeronautics Funds and 50% Eagle II Properties, LLC, Funds.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49756.

14. AERONAUTICS AND FREIGHT (Aeronautics) – Airport Pavement Marking  
Contract (2010-0418) between MDOT and the City of East Jordan will provide state grant funds for airport pavement marking at the East Jordan City Airport in East Jordan, Michigan. The contract will be in effect from the date of award through 18 months. The estimated project amount will be \$2,000. Source of Funds: State Restricted Aeronautics Funds - \$1,000; City of East Jordan Funds - \$1,000.

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

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

**Benefit:** Will enhance airport safety.

**Funding Source:** 50% State Restricted Aeronautics Funds and 50% City of East Jordan Funds.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49727.

15. AERONAUTICS AND FREIGHT (Aeronautics) – Rehabilitation of Runway  
Contract (2010-0434) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the rehabilitation of runway 1/19 (phase IV) at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$642,937. Source of Funds: FAA Funds - \$610,790; State Restricted Aeronautics Funds - \$16,073; Marquette County Funds - \$16,074.

**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 phase IV rehabilitation of runway 1/19 (concrete slab replacement).

**Benefit:** Will enhance airport safety.

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

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49841.

16. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National Railway, its subsidiary, Grand Trunk Western Railroad Company, and its parents, dated July 5, 1994, provides for improvements under job number 111161 to a crossing of CN/Grand Trunk Western Railroad Company at M-97, near the City of Mount Clemens, Macomb County. The improvements include upgrading the existing cantilever flashers to 12-inch LED type flashers.

Estimated Funds:

Federal Highway Administrative Funds	\$ 31,500
State Restricted Trunkline Funds	<u>\$ 3,500</u>
Total Funds	<u>\$ 35,000</u>

STR 50031 – 111161A  
Railroad Force Account Work

**Criticality:** The railroad work is required in the interest of public safety. This project will reduce the risks of vehicle/train crashes.

**Purpose/Business Case:** To enhance the safety in a crossing environment for the motorists.

**Benefit:** Increased safety by upgrading existing flashers to current technology.

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

**Commitment level:** 90% federal funds, 10% state funds; based on estimate.

**Risk Assessment:** Lower level of warning device visibility in a train crossing environment.

**Cost Reduction:** Improvements are on railroad property, and CN/Grand Trunk Western Railroad Company is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Existing railroad crossing.

**Zip Code:** 48043.

17. HIGHWAYS - Time Extension

Amendatory Contract (2002-0523/A8) between MDOT and Global Remediation Technologies, Inc., will extend the contract term by two years to provide for the continued operation and maintenance of the ground water treatment system and subsurface depressurization system. The original contract provides for the design, installation, operation, and maintenance of a new remediation system for the cleanup of trichloroethylene-contaminated soil and groundwater at MDOT's Construction and Technology building in Eaton County. The revised contract term will be August 7, 2002, through September 30, 2012. The contract amount remains unchanged at \$3,269,046.62. Source of Funds: 100% Michigan Department of Natural Resources and Environment (MDNRE) Funds.

**Criticality:** The current contract will expire on September 30, 2010. Without a contract in place, cleanup at the site may not continue, and MDOT would be out of compliance with State of Michigan environmental statutes.

**Purpose/Business Case:** To extend the contract term by two years to provide for the continued operation and maintenance of the ground water treatment system and subsurface depressurization system.

**Benefit:** The amendment will allow the consultant to continue to operate and maintain the ground water pump and treatment system and subsurface depressurization system to keep MDOT in compliance with State of Michigan environmental statutes.

**Funding Source:** 100% MDNRE Funds (State Sites Cleanup 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 amendment is not approved, the ongoing cleanup of the contaminated site will cease and MDOT will not be in compliance with State of Michigan environmental statutes.

**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; sole source for original contract.

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

**Zip Code:** 48909.

18. HIGHWAYS - Time Extension

Amendatory Contract (2003-0027/A4) between MDOT and Global Remediation Technologies, Inc., will extend the contract term by two years to provide for the continued operation and maintenance of the remediation system and continued Michigan Department of National Resources and Environment (MDNRE) reporting. The original contract provides for the design, installation, operation, and maintenance of a new remediation system for the cleanup of contaminated soil and groundwater at MDOT's Dobias right-of-way property in the City of Mount Pleasant, Michigan. The revised contract term will be August 7, 2002, through December 31, 2012. The contract amount remains unchanged at \$857,248.52. Source of Funds: 100% MDNRE Funds.

**Criticality:** The contract will expire on December 31, 2010. Without a contract in place, cleanup at the site may not continue, and MDOT would be out of compliance with State of Michigan environmental statutes.

**Purpose/Business Case:** To extend the contract term by two years to provide for the continued operation and maintenance of the remediation system and continued MDNRE reporting.

**Benefit:** The amendment will allow the consultant to continue to operate and maintain the remediation system at MDOT's Dobias right-of-way property and to continue to provide MDNRE reporting.

**Funding Source:** 100% MDNRE Funds (State Sites Cleanup 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 ongoing cleanup of the contaminated site would cease and MDOT would not be in compliance with State of Michigan environmental statutes.

**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; qualification-based for original contract.

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

**Zip Code:** 48804.

19. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0604/A3) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing projects, including environmental remediation work at the Kalamazoo Maintenance Garage under authorization (Z27). (See following item.) The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be September 3, 2003, through September 2, 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:** The IDS contract will expire on September 3, 2010. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z27), and the remediation services under authorization (Z27) cannot 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 when needed. No new authorizations will be issued under this IDS contract.

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

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

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

**Risk Assessment:** If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including environmental remediation work under authorization (Z27).

**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.

20. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z27/R5) under Contract (2003-0604) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of additional services, will increase the authorization amount by \$23,528.39, and will extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The additional services will include additional statistical analysis of background levels of iron and manganese and completion of a closure report. The original authorization provides for site closure services to be performed at the MDOT Kalamazoo Maintenance Garage in the City of Kalamazoo, Kalamazoo County. The revised authorization term will be May 20, 2004, through September 2, 2012. The revised authorization amount will be \$117,939.49. The contract term will be September 3, 2003, through September 2, 2012. Source of Funds: 100% Michigan Department of Natural Resources and Environment (MDNRE) Funds.

**Criticality:** This project will improve groundwater quality at the MDOT Kalamazoo Maintenance Garage and keep MDOT in compliance with State of Michigan environmental statutes. The additional services are critical to the successful completion of the project.

**Purpose/Business Case:** To provide for the performance of additional services, to increase the authorization amount by \$23,528.39, and to extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The additional services will include additional statistical analysis of background levels of iron and manganese and completion of a clean closure report documenting completion of the remediation.

**Benefit:** This project will improve groundwater quality at the MDOT Kalamazoo Maintenance Garage and keep MDOT in compliance with State of Michigan environmental statutes.

**Funding Source:** 100% MDNRE (State Sites Cleanup) 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 cleanup of the site cannot continue and MDOT will be out of compliance with State of Michigan environmental statutes.

**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:** 49009.

\* Denotes a non-standard contract/amendment

21. HIGHWAYS – IDS University Research Services

Authorization Revision (Z21/R1) under Contract (2006-0414) between MDOT and Michigan Technological University will extend the authorization term by nine months to provide sufficient time for the university to complete the research services. The additional time is needed because an equipment purchase allocation in the wrong university budget year prevented acquisition of equipment required to conduct tasks in this project. The original authorization provides for a laboratory evaluation of warm mix asphalt (WMA). The revised authorization term will be November 3, 2008, through September 30, 2011. The authorization amount remains unchanged at \$190,001.08. 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 purchase the pressure distribution analyzer (PDA) needed for WMA compatibility studies.

**Purpose/Business Case:** To extend the authorization term by nine months to provide sufficient time for the university to revise its budget allocation, purchase the PDA, and complete material collection and WMA laboratory testing.

**Benefit:** Will provide sufficient time for the university to revise its budget allocation, purchase the PDA, and complete material collection and WMA laboratory testing.

**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 implementation of WMA technologies may be delayed and the quality of the asphalt could be compromised.

**Cost Reduction:** Actual cost reimbursement.

**Selection:** N/A.

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

**Zip Code:** 48909.

22. HIGHWAYS – IDS University Research Services

Authorization Revision (Z3/R1) under Contract (2006-0415) between MDOT and Western Michigan University will extend the authorization term by one year to provide sufficient time for university to complete the project. The additional time is needed because of an MDOT delay in providing bridge inventory information to the university for selection of the bridge to be used in the study at the beginning of the project, which pushed back the full thermal cycle monitoring of the bridge. The original authorization provides for an investigation of the behavior and performance of highly skewed jointless bridges. The revised authorization term will be November 16, 2008, through September 30, 2011. The authorization amount remains unchanged at \$265,022.63. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The additional time is needed to allow the university to monitor bridge performance for a full season (nine months) to cover a full thermal cycle.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the university to complete field monitoring and use the resulting information to develop specific changes and modifications to the design details for converting high-skew bridges to jointless systems during repair activities.

**Benefit:** Will provide sufficient time for the university to complete field monitoring and make recommendations.

**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.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If the revision is not approved, the university will not have the data needed to make appropriate recommendations and improvements to the design of specific components of highly skewed bridges, the durability of span decks will be reduced, and repairs could be more frequent and costly.

**Cost Reduction:** Actual cost reimbursement.

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

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

**Zip Code:** 48909.

23. HIGHWAYS - Intelligent Transportation Services

Authorization Revision (Z8/R1) under Contract (2009-0480) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional services and will increase the authorization amount by \$124,997.98. The additional services will include preliminary engineering services for the design of the communications infrastructure from the M-11/I-96 interchange to the Kent/Ionia county line. Funding for this phase of the project recently became available. The original authorization (Z8) provides for the development of updated Intelligent Transportation System (ITS) architecture and deployment plans for MDOT in conjunction with the Grand Valley Metropolitan Council (GVMC) and the Tri-County Regional Planning Commission (TCRPC). The authorization term remains unchanged, May 4, 2010, through June 16, 2012. The revised authorization amount will be \$366,903.10. The contract term is June 17, 2009, through June 16, 2012. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This revision will provide for the addition of preliminary engineering services for the design of the communications infrastructure/fiber optics.

**Purpose/Business Case:** To provide for the addition of preliminary engineering services for the design of the communications infrastructure from the M-11/I-96 interchange to the Kent/Ionia county line now that funding has become available.

**Benefit:** The additional services will include preliminary engineering for the first segment of the communications infrastructure between Grand Rapids and Lansing, which will provide safer, more efficient freeway facilities, cost effective transportation solutions, and real time travel information for motorists.

**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, MDOT will lack communications infrastructure between the central statewide management center in Lansing and the Grand Rapids management center, whose purpose is to disseminate information to motorists and emergency responders.

**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:** 48909.

24. HIGHWAYS - IDS Claims Review Services

Authorization Revision (Z1/R1) under Contract (2010-0019) between MDOT and L.S. Engineering, Inc., will provide for the performance of additional claims review services and will increase the authorization amount by \$10,493.64. The additional services are necessary to the continuation of MDOT's defense against claims. The original authorization provides for claims review services and expert testimony to be performed on an as-needed basis for the Office of the Attorney General. The authorization term remains unchanged, January 12, 2010, through October 12, 2012. The revised authorization amount will be \$35,282.38. The contract term is October 14, 2009, through October 12, 2012. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** It is critical that this revision be approved to allow the consultant to continue to assist the Office of the Attorney General, Transportation Division, in providing expert reports and testimony.

**Purpose/Business Case:** To provide for the performance of additional claims review services and to increase the authorization amount by \$10,493.64.

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

**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 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 claim.

**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.

25. HIGHWAYS – Time Extension

Amendatory Contract (2010-0046/A1) between MDOT and Wilbur Smith Associates, Inc., Michigan will extend the contract term by approximately nine months to provide sufficient time for the consultant to complete the services. The additional time will allow the consultant to review the preliminary results and resume the study if needed in the coming months. The original contract provides for the conduct of a study of traffic demand on Michigan's limited access highway system, including the publicly-owned international border crossings, to determine the potential for revenue opportunities. The revised contract term will be November 18, 2009, through June 30, 2011. The contract amount remains unchanged at \$619,517.84. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This amendment will allow the consultant to review the preliminary results and to resume the study if needed.

**Purpose/Business Case:** This amendment will provide sufficient time for the consultant to complete the study. The original contract provides for the conduct of a study of traffic demand on Michigan's limited access highway system, including the publicly-owned international border crossings, to determine the potential for revenue opportunities.

**Benefit:** Will provide location-specific recommendations needed to allow MDOT to make informed decisions about using segments of the system for revenue generation, cost avoidance, and other forms of alternative project delivery.

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

\* Denotes a non-standard contract/amendment

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

**Risk Assessment:** If this amendment is not approved and the services are not completed, MDOT will not be able to make informed decisions about or develop plans for alternative financing opportunities.

**Cost Reduction:** N/A.

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

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

**Zip Code:** 48075.

26. HIGHWAYS – IDS Engineering Services

Authorization (Z1) under Contract (2010-0340) between MDOT and Kimley-Horn of Michigan, Inc., will provide for the development of a financial tracking and forecasting tool for the Intelligent Transportation System (ITS) program. The work will include developing functional requirements, meeting with stakeholders, analyzing best practices, and transitioning from current inventory/maintenance databases to the new application. The authorization will be in effect from the date of award through June 1, 2012. The authorization amount will be \$115,121.23. The contract will be in effect from the date of award through three years. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This project will provide for the development of a financial forecasting tool for the ITS program.

**Purpose/Business Case:** To provide a tool that will allow MDOT to track and evaluate current cost expenditures and to identify future cost commitments for the deployment of ITS devices. The tool will be used to log all ITS devices, components, costs, and life-cycles for projects already deployed and those in the planning process.

**Benefit:** Will allow MDOT to accurately forecast ITS expenditures and efficiently track ITS projects.

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

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

**Risk Assessment:** If this authorization is not approved, MDOT will lack the means to accurately forecast ITS expenditures and efficiently track ITS projects, and federal funds could be lost.

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

**Selection:** Qualification-based.

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

**Zip Code:** 48909.

27. \*HIGHWAYS – Traffic and Safety Services

Contract (2010-0396) between MDOT and B. C. Traffic Engineering, Inc., will provide for retroreflectivity measurements of pavement markings to be taken on various state trunkline routes statewide. The work items will include taking the measurements and providing a report on the retroreflectivity of the waterborne paint and spray thermoplastic pavement marking materials. The contract will be in effect from the date of award through September 30, 2011. The contract amount will be \$124,130.29. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** Retroreflectivity measurements of pavement markings are taken annually. The current pavement marking contracts require retroreflectivity readings to be taken by October 31, 2010. The retroreflectivity report will be used to calculate incentive/disincentive pay for the pavement marking contractors, in accordance with federal regulations.

**Purpose/Business Case:** To provide for retroreflectivity measurements of pavement markings to be taken on various state trunkline routes statewide. The work items will include taking the measurements and providing a report on the retroreflectivity of the waterborne paint and spray thermoplastic pavement marking materials. The annual pavement marking contracts include incentive/disincentive pay ranges based on the retroreflectivity measurements to be taken under this contract.

\* Denotes a non-standard contract/amendment

**Benefit:** Line quality increases each year because the pavement marking contractors focus on providing high quality lines. MDOT will be able to pay the pavement marking contractors and meet federal requirements.

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

**Commitment Level:** Low bid by units.

**Risk Assessment:** If this contract is not approved, the measurements cannot be taken, the incentive/disincentive pay for the pavement marking contractors cannot be calculated, the pavement marking contractors cannot be paid, and MDOT cannot meet federal requirements.

**Cost Reduction:** Low bid by units.

**Selection:** Low bid.

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

**Zip Code:** 48909.

28. HIGHWAYS - IDS Engineering Services

Contract (2010-0400) between MDOT and Williams & Works, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS - IDS Engineering Services

Contract (2010-0401) between MDOT and Alfred Benesch & Company 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.

30. \*HIGHWAYS – Design and Installation of Transportation Infrastructure Exhibits

Contract (2010-0419) between MDOT and the Detroit Science Center will provide for the design, development, fabrication, and installation of exhibits for the Roads, Bridges & Tunnels Gallery of Exhibits at the Detroit Science Center in the City of Detroit, Wayne County (CS 82900 – JN 109993). The work items will include project concept development, exhibit design, content development, graphic design, exhibit construction and inspection, exhibit installation, and exhibit maintenance. The contract will be in effect from the date of award through February 28, 2021. The contract amount will be \$1,862,848.08. Source of Funds: 80% Federal Highway Administration Funds and 20% Detroit Science Center Funds.

**Criticality:** The exhibits will show how roads, bridges, and tunnels are constructed to educate the public on transportation infrastructure; to interest young people in careers in science, technology, and engineering; and to spark economic development.

**Purpose/Business Case:** To provide for the design, development, fabrication, and installation of exhibits for the Roads, Bridges & Tunnels Gallery at the Detroit Science Center.

**Benefit:** The exhibits will educate the public on transportation engineering and construction; interest young people in careers in science, technology, and engineering; and help to spark economic development in this Michigan community.

**Funding Source:** 80% Federal Highway Administration Funds and 20% Detroit Science Center 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 exhibit cannot be developed and an opportunity will be lost to educate the public on transportation engineering and construction; to interest young people in careers in science, technology, and engineering; and to spark economic development in the community.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 48202.

31. HIGHWAYS - IDS Engineering Services  
Contract (2010-0420) between MDOT and Corradino Group of 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.
32. HIGHWAYS - IDS Engineering Services  
Contract (2010-0421) between MDOT and Global Remediation Technologies, 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.
33. HIGHWAYS - IDS Engineering Services  
Contract (2010-0422) between MDOT and Hardesty & Hanover, LLP, 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.
34. HIGHWAYS - IDS Engineering Services  
Contract (2010-0423) between MDOT and Kraft Engineering & Surveying, 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.

35. HIGHWAYS - IDS Engineering Services  
Contract (2010-0424) between MDOT and M.C. Smith Associates and Architectural Group, 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.
36. HIGHWAYS - IDS Engineering Services  
Contract (2010-0425) between MDOT and MACTEC Engineering and Consulting of 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.
37. HIGHWAYS - IDS Engineering Services  
Contract (2010-0426) between MDOT and Mansell Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
38. HIGHWAYS - IDS Engineering Services  
Contract (2010-0427) between MDOT and Mead & Hunt, 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.
39. HIGHWAYS - IDS Engineering Services  
Contract (2010-0428) between MDOT and Midwestern Consulting, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

40. HIGHWAYS - IDS Engineering Services  
Contract (2010-0429) between MDOT and Patrick Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
41. HIGHWAYS - IDS Engineering Services  
Contract (2010-0430) between MDOT and P M Environmental, 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.
42. HIGHWAYS - IDS Engineering Services  
Contract (2010-0431) between MDOT and R. W. Armstrong & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
43. HIGHWAYS - IDS Engineering Services  
Contract (2010-0432) between MDOT and Superior Environmental Corporation 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.
44. HIGHWAYS - IDS Engineering Services  
Contract (2010-0433) between MDOT and TranSystems Corporation of Michigan 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 - Participation for Local Agency Construction Contract  
 Amendatory Contract (2010-5539) between MDOT and the City of Portage will provide for funding participation in the following improvements:

PART A

Construction of a single point urban interchange at Highway I-94 and Westnedge Avenue (Highway M-331), including reconstruction and widening work on Highway I-94 from approximately 0.44 miles east of Oakland Drive to approximately 0.34 miles east of Lovers Lane and removal and replacement of Structures R02 and R05 of 39022, which carry eastbound and westbound highway I-94 over the Grand Elk Railroad, and Structures S01-3 and S01-4 of 39022 which carry eastbound and westbound Highway I-94 over Westnedge Avenue (Highway M-331).

PART B

Installation of 12-inch diameter water main and 24-inch steel casing pipe along the west side of Westnedge Avenue in the vicinity of Highway I-94.

PART C

Early preliminary engineering work on the Part A portion of the project.

PART D

Preliminary engineering work on the Part A portion of the project.

PART E

Additional construction engineering (CE) work performed for construction changes requested by the City at various locations along Westnedge Avenue in the vicinity of Highway I-94.

The purpose of this amendment is to provide for the addition of the Part E portion of the project and the change in the project cost to reflect the additional cost of Part E.

Estimated Funds:

PART E

City of Portage Funds	<u>\$10,000</u>
Total Funds	<u>\$10,000</u>

AR1 39022 - 105128A; HPSL 39022 - 105128C; HPP 39022 - 54230; BT01 39022 - 54230C;  
 Kalamazoo County  
 Amendment

**Criticality:** Without this amendment, MDOT would not be able to bill the City of Portage for the additional CE costs in Part E.

**Purpose/Business Case:** To amend the original contract to add Part E and its associated costs.

**Benefit:** To allow MDOT to charge the City of Portage for CE costs in Part E of the project.

**Funding Source:** City of Portage Funds for Part E.

**Commitment Level:** 100% city funds for Part E; fixed at \$10,000.

**Risk Assessment:** Without this amendment, MDOT would not be able to bill the City of Portage for CE costs for Part E.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Part E: Qualifications-based.  
**Selection:** N/A.  
**New Project Identification:** N/A.  
**Zip Code:** 49002.

46. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z38/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the maintenance facility renovation project. The additional time is needed because SMART was granted funding through the American Recovery and Reinvestment Act of 2009 (ARRA). Utilizing existing grant funding along with the ARRA funding will allow SMART to increase the scope of the facility renovation projects; however, the facility renovations falling under this expanded scope will not be completed by the current authorization expiration date. The original authorization provides state matching funds for SMART's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be August 24, 2006, through August 23, 2011. The authorization amount remains unchanged at \$311,932. The toll credit amount remains unchanged at \$32,387. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$281,932; FY 2006 State Restricted Comprehensive Transportation Funds - \$30,000.

**Criticality:** Approval is critical to provide sufficient time for SMART to complete facility renovations to make the building safer and more efficient.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for SMART to complete the facility renovations.

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

**Funding Source:** FTA Funds- \$281,932; FY 2006 State Restricted Comprehensive Transportation Funds - \$30,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48226.

47. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z18/R2) under Master Agreement (2002-0093) between MDOT and Yates Township, which provides transit service in Lake County and three adjacent townships, will extend the authorization term by six months to provide sufficient time for the Township to complete the purchase of a revenue vehicle. Although the vehicle has been ordered, delivery is taking longer than anticipated. The vendor cannot deliver the vehicle before the current authorization expiration date. The original authorization provides state matching funds for the Township's FY 2006 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be September 25, 2006, through March 24, 2011. The authorization amount remains unchanged at \$100,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$80,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$20,000.

**Criticality:** Approval of this revision will allow the Township to replace a vehicle that has reached the end of its useful life and to improve transit efficiency and passenger safety.

**Purpose/Business Case:** To extend the authorization term by six months to provide sufficient time for the Township to complete the purchase of a revenue vehicle.

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

**Funding Source:** FTA Funds - \$80,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$20,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49642.

48. \*PASSENGER TRANSPORTATION – Extension of Project Completion Period

Amendatory Contract (2006-0581/A3) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the project completion period by one year to provide sufficient time for SMART to complete the project. SMART was awarded additional funding in the amount of \$88,561 for the project. Although a purchase requisition was issued, the vehicle specifications had to be revised, which voided the original requisition and delayed the project. A new request for proposal has been issued, and the selection is expected to be made in fall 2010. As a result, additional time is needed for SMART to complete the acquisition of replacement vehicles as the vehicles will not be delivered until February 2011. The original contract provides state matching funds for SMART's FY 2006 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be September 12, 2006, through September 11, 2011. The contract term remains unchanged, from September 12, 2006, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$1,379,686. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,103,749; FY 2006 State Restricted Comprehensive Transportation Funds - \$275,937.

\* Denotes a non-standard contract/amendment

**Criticality:** Approval of this amendment will allow SMART to complete the purchase of vehicles to replace vehicles that have reached the ends of their useful lives.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for SMART to complete the purchase of replacement vehicles.

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

**Funding Source:** FTA Funds - \$1,103,749; FY 2006 State Restricted Comprehensive Transportation Funds - \$275,937.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48226.

49. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z17) under Master Agreement (2007-0193) between MDOT and the Clare County Board of Commissioners will provide state matching funds under the County's FY 2010 Federal Section 5309 Capital Discretionary Program grant for facility improvements, including the purchase of a hoist, the undertaking of architecture and engineering tasks for solar panels and wind turbine projects, and the purchase of bus-and facility-related equipment such as tire racks, dolly and press, sanitizer, and floor sweeper. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be 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 \$602,500. Toll credits in the amount of \$14,000 will be allocated as match for the bus-and facility-related equipment. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$496,000; FY 2010 State Restricted Comprehensive Transportation Funds - \$106,500.

**Criticality:** Approval of this authorization will allow the County to improve and furnish the new transit facility.

**Purpose/Business Case:** To provide state matching funds for the County's FY 2010 Federal Section 5309 Capital Discretionary Program grant.

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

**Funding Source:** FTA Funds - \$496,000; FY 2010 State Restricted Comprehensive Transportation Funds - \$106,500.

**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:** 48625.

50. PASSENGER TRANSPORTATION – Section 5311 Capital Program

Project Authorization Revision (Z2/R1) under Master Agreement (2007-0217) between MDOT and the City of Greenville will increase the number of buses to be purchased from one to up to two buses and will extend the authorization term by one year to provide sufficient time for the City to complete the project. Because the purchase of the bus under the original authorization cost less than anticipated, the City is requesting permission to combine the remaining funds with the City's FY 2010 Federal Section 5311 Nonurbanized Area Formula Capital Program grant funds for the purchase of an additional replacement bus. The original authorization provides state matching funds for the City's FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be September 12, 2007, through September 11, 2011. The authorization amount remains unchanged at \$100,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$80,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$20,000.

**Criticality:** Approval of this revision will allow the City to avoid delays in deploying necessary transportation infrastructure.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the City to procure an additional replacement vehicle.

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

**Funding Source:** FTA Funds - \$80,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$20,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48838.

51. PASSENGER TRANSPORTATION – Section 5311 Capital Program

Project Authorization Revision (Z2/R1) under Master Agreement (2007-0227) between MDOT and the Huron County Board of Commissioners will extend the authorization term by one year to provide sufficient time for the County to complete the project. The additional time is needed because delivery of a procured bus has been delayed due to a fire at the manufacturer's facility. The original authorization provides state matching funds for the County's FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital Program, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Program grant. The revised authorization term will be September 12, 2007, through September 11, 2011. The authorization amount remains unchanged at \$165,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$132,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$33,000.

**Criticality:** Approval of this revision will allow the County to procure the needed vehicle. The bus will help to ensure efficient transportation service and passenger safety.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the County to procure the vehicle.

**Benefit:** Increased public safety and air quality through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$132,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$33,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 48413.

52. PASSENGER TRANSPORTATION - Section 5310 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2007-0241) between MDOT and Key Opportunities, Inc., which provides public transportation in Hillsdale County, will extend the authorization term by one year to provide sufficient time for the agency to complete the bus acquisition project. The additional time is needed because the vendor is having difficulty getting the vehicle chassis. The original authorization provides state matching funds for the agency's FY 2007 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised authorization term will be August 31, 2007, through August 30, 2011. The authorization amount remains unchanged at \$169,830. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$135,864; FY 2007 State Restricted Comprehensive Transportation Funds - \$33,966.

**Criticality:** Approval of this revision will allow the agency to replace vehicles that have reached the ends of their useful lives.

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

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

**Funding Source:** FTA Funds - \$135,864; FY 2007 State Restricted Comprehensive Transportation Funds - \$33,966.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49242.

53. PASSENGER TRANSPORTATION - Section 5317 Program

Project Authorization (Z29) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will provide state matching funds for MTA's FY 2010 Federal Section 5317 New Freedom Program grant for the purchase of demand response vehicles. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be 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 \$185,269. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$148,215; FY 2010 State Restricted Comprehensive Transportation Funds - \$37,054.

**Criticality:** Approval of this authorization will allow MTA to use federal funds to purchase demand response vehicles to increase service for persons with disabilities.

**Purpose/Business Case:** To provide state matching funds for MTA's FY 2010 Federal Section 5317 New Freedom Program grant.

**Benefit:** Increased transit service for persons with disabilities.

**Funding Source:** FTA Funds - \$148,215; FY 2010 State Restricted Comprehensive Transportation Funds - \$37,054.

**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:** 48503.

54. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z4/R1) under Master Agreement (2007-0257) between MDOT and the Mecosta Osceola Transit Authority (MOTA) will change the line item from one van without a lift to up to one small cutaway bus with a lift and will extend the authorization term by one year to provide sufficient time for MOTA to complete the project. The project was delayed because of changing customer needs within MOTA's two-county service area and because of funding difficulties. MOTA has determined that a small cutaway bus with a lift will better meet the needs of its customers than a van without a lift. The original authorization provides state matching funds for MOTA's FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital Program and Category D Economic Development Fund grant. The revised authorization term will be September 12, 2007, through September 11, 2011. The authorization amount remains unchanged at \$31,250. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$25,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$6,250.

**Criticality:** The small cutaway bus with lift will better meet the needs of MOTA's customers.

**Purpose/Business Case:** To change the line item from one van without a lift to up to one small cutaway bus with a lift and to extend the authorization term by one year to provide sufficient time for MOTA to complete the project.

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

\* Denotes a non-standard contract/amendment

**Funding Source:** FTA Funds - \$25,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$6,250.  
**Commitment Level:** Authorization amount is based on cost estimates.  
**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.  
**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.  
**Selection:** N/A.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 49307.

55. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z3/R1) under Master Agreement (2007-0302) between MDOT and Yates Township, which provides transit service in Lake County and three adjacent townships, will extend the authorization term by six months to provide sufficient time for the Township to complete the purchase of a revenue vehicle. Although the vehicle has been ordered, delivery is taking longer than anticipated. The vendor cannot deliver the vehicle before the current authorization expiration date. The original contract provides state matching funds for the Township's FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be September 12, 2007, through March 11, 2011. The authorization amount remains unchanged at \$80,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$64,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$16,000.

**Criticality:** Approval of this revision will allow the Township to replace a vehicle that has reached the end of its useful life and to improve transit efficiency and passenger safety.

**Purpose/Business Case:** To extend the authorization term by six months to provide sufficient time for the Township to complete the purchase of a revenue vehicle.

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

**Funding Source:** FTA Funds - \$64,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$16,000.

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

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

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

**Selection:** N/A.

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

**Zip Code:** 49642.

56. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z2) under Master Agreement (2007-0368) between MDOT and Boysville of Michigan, Inc., in Macomb County, will provide federal funds under the FY 2008 Federal Section 5309 Capital Discretionary Program grant for vehicle purchases and preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be 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 \$912,913. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$730,330; Boysville of Michigan, Inc., Funds - \$182,583.

**Criticality:** Approval of this authorization will allow the agency to perform preventive maintenance on the existing fleet, replace vans that have reached the ends of their useful lives, purchase expansion vans for expanded services, and purchase administrative support vehicles to monitor operations.

**Purpose/Business Case:** To provide funding for preventive maintenance and vehicle purchases under the FY 2008 Federal Section 5309 Capital Discretionary Program grant.

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

**Funding Source:** FTA Funds - \$730,330; Boysville of Michigan, Inc., Funds - \$182,583.

**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:** 49236.

57. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z21) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), which provides transit service in Ottawa County, will allocate toll credits in the amount of \$42,800 as the state match for MAETA's FY 2010 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of cameras, computer hardware and software, and shop and support equipment; for planning; and for mobility management. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be 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 \$214,000. Toll credits will be used as match for all line items. The term of the master agreement is from July 1, 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 - \$214,000.

**Criticality:** This authorization will provide MAETA with necessary funds for the purchase of cameras, computer hardware and software, and shop and support equipment and for planning and mobility management.

**Purpose/Business Case:** To provide toll credits in the amount of \$42,800 as the state match for MAETA's FY 2010 Section 5307 Urbanized Area Formula Capital Program grant.

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

**Funding Source:** FTA Funds - \$214,000.

\* Denotes a non-standard contract/amendment

**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:** 49423.

58. PASSENGER TRANSPORTATION - Rideshare Program

Contract (2010-0348) between MDOT and the Genesee County Metropolitan Planning Commission 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 Improvement Program. The Commission will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. This will reduce 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 \$80,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$80,000.

**Criticality:** This contract will provide for 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 Genesee and Lapeer Counties.

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

**Funding Source:** FHWA Funds - \$80,000.

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

**Risk Assessment:** The risk of not continuing the program is 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:** The Commission 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 but provides funding for the continuation of an ongoing program.

**Zip Code:** 48502.

59. \*TRANSPORTATION PLANNING – IDS Time Extension

**Retroactive** Amendatory Contract (2005-0295/A1) between MDOT and the Woodward Avenue Action Association, a non-profit organization, will extend the term of the indefinite delivery of services (IDS) contract by approximately 39 months to provide sufficient time for the organization to complete ongoing projects, including work under authorizations (Z6), (Z9), and (Z17) (57 days retroactive). The original contract, which expired on June 21, 2010, provided for transportation planning-related services to support the Woodward Avenue Heritage Route and National Byway activities 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 22, 2005, through September 30, 2013. The maximum contract amount remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds or local funds depending on the particular project authorized.

The following three items are for revisions to authorizations issued under this IDS contract.

\* Denotes a non-standard contract/amendment

**Criticality:** If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorizations (Z6), (Z9), and (Z17), and the Byways Story projects cannot be completed.

**Purpose/Business Case:** To extend the term of the IDS contract by approximately 42 months to allow authorizations issued under it to be extended when needed. No new authorizations will be issued under this IDS contract.

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

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

**Commitment Level:** Fixed costs are estimated based on award of federal merit-based discretionary funds.

**Risk Assessment:** If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the organization will not be able to complete ongoing Woodward Avenue Heritage Route projects under for which the additional time is needed.

**Cost Reduction:** Projects are awarded based on fixed cost applications.

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

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

**Zip Code:** 48073.

60. TRANSPORTATION PLANNING – IDS Woodward Avenue Heritage Route Services

**Retroactive Authorization Revision (Z6/R1) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3), a non-profit organization, will retroactively extend the authorization term by two years to provide sufficient time for WA3 to complete the services (321 days retroactive). The project was delayed due to a change in leadership at the National Byways Resource Center, a key partner in the marketing strategy work. The original authorization, which expired on September 30, 2009, provided for the development of marketing and educational tools for the Woodward Avenue Heritage Route project, Part B of the Byways Story Phase 1. The revised authorization term will be May 1, 2007, through September 30, 2011. The authorization amount remains unchanged at \$197,500. The revised contract term will be June 22, 2005, through September 30, 2013. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.**

This revision is retroactive because a change in leadership at the National Byways Resource Center, a key partner in the development of the marketing strategy component of the project, delayed the project. WA3 was unaware of the consequences of working beyond the authorization expiration date, and MDOT failed to process an extension before the authorization expired.

**Criticality:** These funds were awarded by Congress based on merit and a competitive application process. The funds can only be used for this project; if MDOT does not move the project forward, the FHWA may redistribute the funds to other states and an economic development project for southeast Michigan could be lost.

**Purpose/Business Case:** To retroactively extend the authorization term by two years to provide sufficient time for WA3 to complete the development of marketing and educational tools for the Woodward Avenue Heritage Route project.

**Benefit:** Will provide professional educational tools for the development of the Woodward Avenue Heritage Route.

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

**Commitment Level:** Fixed costs as estimated based on award of federal merit-based discretionary funds.

**Risk Assessment:** If this revision is not approved, federal funds could be lost.

**Cost Reduction:** Projects are awarded based on fixed cost applications.

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

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

**Zip Code:** 48073.

61. TRANSPORTATION PLANNING – IDS Woodward Avenue Heritage Route Services  
**Retroactive** Authorization Revision (Z9/R1) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3), a non-profit organization, will retroactively extend the authorization term by approximately four months to allow the organization to be reimbursed for historic resource protection and preservation services performed in good faith after the authorization expired (321 days retroactive). Additional time was needed because council meetings were delayed, approvals required as part of the negotiation/appraisal process with the owners of the Ford Building took longer than anticipated, and WA3 faced unforeseen complexities in coordinating a historic preservation process with a third-party organization. The original authorization, which expired on September 30, 2009, provided for the performance of historic resource protection and preservation services under Part D of the Byways Story Phase 1. The revised authorization term will be September 9, 2007, through January 31, 2010. The authorization amount remains unchanged at \$52,404. The revised contract term will be June 22, 2005, through September 30, 2013. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

This revision is retroactive because of delays in the negotiation/appraisal process with the owners of the Ford Building and because of unforeseen complexities in coordinating a historic preservation process with a third-party organization for the Piquette Plant portion of the project. WA3 was unaware of the consequences of working beyond the authorization expiration date, and MDOT failed to process an extension before the authorization expired.

**Criticality:** This revision is being processed retroactively to allow the organization to be reimbursed for services performed in good faith after the authorization expired.

**Purpose/Business Case:** To retroactively extend the authorization term by approximately four months to allow the consultant to be reimbursed for historic preservation services performed in good faith after the authorization expired.

**Benefit:** The organization can be reimbursed for historic preservation services performed in good faith after the authorization expired.

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

**Commitment Level:** Fixed costs as estimated based on award of federal merit-based discretionary funds.

**Risk Assessment:** If this revision is not approved, the organization cannot be reimbursed for historic preservation services performed in good faith after the authorization expired.

**Cost Reduction:** Projects are awarded based on fixed cost applications.

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

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

**Zip Code:** 48073.

62. TRANSPORTATION PLANNING – IDS Woodward Avenue Heritage Route Services

**Retroactive** Authorization Revision (Z17/R1) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3), a non-profit organization, will retroactively extend the authorization term by four years to provide sufficient time for WA3 to complete the services (321 days retroactive). The additional time is needed because the start of the project was delayed by the slow development and approval of the scope of work after the federal funding was awarded, and the time required to complete the project work was underestimated. The original authorization, which expired on September 30, 2009, provided for the preparation of site-specific streetscape designs and engineering services for four locations along Woodward Avenue. The revised authorization term will be September 26, 2008, through September 30, 2013. The authorization amount remains unchanged at \$200,000. The contract term is June 22, 2005, through September 30, 2013. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

This revision is retroactive because of delays in the development and approval of the scope of work after the federal funding was awarded and because the time required to complete the project was underestimated. WA3 was unaware of the consequences of working beyond the authorization expiration date, and MDOT failed to process an extension before the authorization expired.

**Criticality:** These funds were awarded by Congress based on merit and a competitive application process. The funds can only be used for this project; if MDOT does not move forward on the projects, the FHWA may redistribute the funds to other states and an economic development project for southeast Michigan could be lost.

**Purpose/Business Case:** To retroactively extend the authorization term by four years to provide sufficient time for WA3 to complete the design and engineering services at four locations along Woodward Avenue.

**Benefit:** Will provide sufficient time for the organization to complete the design and engineering services at four locations along Woodward Avenue.

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

**Commitment Level:** Fixed costs as estimated based on award of federal merit-based discretionary funds.

**Risk Assessment:** If this revision is not approved, federal funds could be lost.

**Cost Reduction:** Projects are awarded based on fixed cost applications.

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

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

**Zip Code:** 48073.

63.-74. TRANSPORTATION PLANNING – Transportation Planning Activities

The following authorizations under master agreements between MDOT and the following agencies will provide for the undertaking of transportation planning activities at the local and regional level. The authorizations will be in effect from October 1, 2010, through September 30, 2011. The term of the master agreements are from October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds (Section PL112) and 18.15% local agency funds.

	<u>Agreement/ Authorization</u>	<u>Metropolitan Planning Organization</u>	<u>Amount</u>	<u>Zip Code</u>
63.	2009-0001/Z9	Battle Creek Area Transportation Study	\$ 188,582	49015
64.	2009-0002/Z7	Bay County Board of Commissioners	\$ 188,323	48708
65.	2009-0003/Z7	Genesee County Metropolitan Planning Commission	\$ 980,049	48502
66.	2009-0004/Z18	Grand Valley Metropolitan Council	\$ 916,310	49503
67.	2009-0005/Z8	Kalamazoo Area Transportation Study	\$ 378,089	49001
68.	2009-0006/Z22	Macatawa Area Coordinating Council	\$ 212,745	49424
69.	2009-0007/Z6	Region 2 Planning Commission	\$ 206,298	49201
70.	2009-0008/Z8	Saginaw County Metropolitan Planning Commission	\$ 230,000	48602
71.	2009-0010/Z9	Southwest Michigan Planning Commission	\$ 86,864	49022
72.	2009-0010/Z11	Southwest Michigan Planning Commission	\$ 162,192	49022
73.	2009-0011/Z8	Tri-County Regional Planning Commission	\$ 570,801	48910
74.	2006-0012/Z9	West Michigan Shoreline Regional Development Commission	\$ 320,976	49443

**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:** To provide for the undertaking of transportation planning activities described in the MPOs' federally-approved Unified Work Programs (UWPs) for fiscal year 2011.

**Benefit:** Will provide for funding for MPO activities, in compliance with federal regulations.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% local agency funds.

**Commitment Level:** The costs of projects are based on the federally-approved UWPs for the MPOs. The UWPs describe all transportation planning work activities for the fiscal year and include budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the UWPs, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** If the authorizations are not approved, the MPOs may not have sufficient funds to carry out the transportation planning activities described in the federally-approved UWPs, and federal funds may be lost.

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

**Selection:** N/A.

**New Project Identification:** This is an ongoing program.

**Zip Code:** See above.

75.-86. TRANSPORTATION PLANNING – Transportation Planning Activities

The following authorizations under master agreements between MDOT and the following agencies will provide for the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from October 1, 2010, through September 30, 2011. The terms of the master agreements are from October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Transit Administration Funds (Section 5303) and 20% local agency funds.

	<u>Agreement/ Authorization</u>	<u>Metropolitan Planning Organization</u>	<u>Amount</u>	<u>Zip Code</u>
75.	2009-0001/Z10	Battle Creek Area Transportation Study	\$ 50,313	49015
76.	2009-0002/Z8	Bay County Board of Commissioners	\$ 58,458	48708
77.	2009-0003/Z8	Genesee County Metropolitan Planning Commission	\$ 190,928	48502
78.	2009-0004/Z19	Grand Valley Metropolitan Council	\$ 259,405	49503
79.	2009-0005/Z9	Kalamazoo Area Transportation Study	\$ 106,140	49001
80.	2009-0006/Z23	Macatawa Area Coordinating Council	\$ 57,990	49424
81.	2009-0007/Z7	Region 2 Planning Commission	\$ 56,898	49201
82.	2009-0008/Z9	Saginaw County Metropolitan Planning Commission	\$ 87,128	48602
83.	2009-0010/Z10	Southwest Michigan Planning Commission	\$ 33,757	49022
84.	2009-0010/Z12	Southwest Michigan Planning Commission	\$ 52,546	49022
85.	2009-0011/Z9	Tri-County Regional Planning Commission	\$ 164,119	48910
86.	2009-0012/Z10	West Michigan Shoreline Regional Development Commission	\$ 71,440	49443

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

**Purpose/Business Case:** To provide for the undertaking of transportation planning activities described in the MPOs' federally-approved Unified Work Programs (UWPs) for fiscal year 2011.

**Benefit:** Will provide for funding for MPO activities, in compliance with federal regulations.

**Funding Source:** Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Transit Administration Funds and 20% local agency funds.

**Commitment Level:** The costs of projects are based on the federally-approved UWPs for the MPOs. The UWPs describe all transportation planning work activities for the fiscal year and include budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the UWPs, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** If the authorizations are not approved, the MPOs may not have sufficient funding to carry out the transportation planning activities described in the federally-approved UWPs, and federal funds may be lost.

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

**Selection:** N/A.

**New Project Identification:** This is an ongoing program.

**Zip Code:** See above.

87.-99. TRANSPORTATION PLANNING - Pavement Surface Evaluations and Ratings

The following authorizations under master agreements between MDOT and the following agencies will provide for the assignment of Pavement Surface Evaluation and Rating (PASER) ratings for all federal-aid eligible roads, as required by Public Act 499 of 2002. The ratings will be used to provide the State Transportation Commission and the legislature with reports describing the conditions of public roads and bridges in the state, the amount of money being expended on the roads each year, and the projects intended to be built over the upcoming three years. The authorizations will be in effect from October 1, 2010, through September 30, 2011. The terms of the master agreements are from October 1, 2008, through September 30, 2011. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>Amount</u>	<u>Zip Code</u>
87.	2009-0009/Z27	Southeast Michigan Council of Governments	\$135,680	48226
88.	2009-0013/Z13	Central Upper Peninsula Planning & Development Regional Commission	\$ 40,471	49829
89.	2009-0014/Z13	East Central Michigan Planning & Development Regional Commission	\$115,995	48602
90.	2009-0016/Z6	G-L-S Region V Planning & Development Commission	\$ 39,423	48502
91.	2009-0017/Z10	Northeast Michigan Council of Governments	\$ 37,916	49735
92.	2009-0018/Z15	Northwest Michigan Council of Governments	\$ 61,316	49685
93.	2009-0019/Z6	Region 2 Planning Commission	\$ 37,940	49201
94.	2009-0020/Z6	Southcentral Michigan Planning Council	\$ 53,162	49081
95.	2009-0021/Z12	Southwest Michigan Planning Commission	\$ 37,030	49022
96.	2009-0022/Z6	Tri-County Regional Planning Commission	\$ 33,786	48910
97.	2009-0023/Z7	West Michigan Regional Planning Commission	\$ 82,467	49503
98.	2009-0024/Z6	West Michigan Shoreline Regional Development Commission	\$ 39,762	49443
99.	2009-0025/Z18	Western Upper Peninsula Planning & Development Regional Commission	\$ 34,867	49931

**Criticality:** The authorized funds must be made available in order for the metropolitan planning organizations and regional planning organizations to meet the requirements of the statewide transportation asset management process.

**Purpose/Business Case:** Act 499 of the Public Acts of 2002 mandated the development of a statewide transportation asset management process and created a Transportation Asset Management Council (TAMC). The TAMC answers directly to the State Transportation Commission and the legislature. Section 4 of the law requires the metropolitan planning organizations and regional planning organizations to provide technical assistance to the TAMC. The law does not define technical assistance, but the TAMC defines this technical assistance to include coordinating the collection of roadway condition data, providing asset management training to local agencies, conducting pilot studies on behalf of the TAMC, and assisting in the development of the TAMC's annual report and multi-year program.

**Benefit:** The activities will allow the TAMC to provide the State Transportation Commission and the legislature with the annual report describing the conditions of public roads and bridges in the state and the funds expended on transportation asset management and giving an overview of anticipated projects for the next three years.

\* Denotes a non-standard contract/amendment

**Funding Source:** 100% State Restricted Michigan Transportation Funds.

**Commitment Level:** The costs are estimated based upon previous year's activities undertaken by the agencies. The agencies are paid for the actual costs incurred.

**Risk Assessment:** If the authorizations are not approved, the requirements of Act 499 will not be met.

**Cost Reduction:** The agencies are paid for the actual costs incurred.

**Selection:** N/A.

**New Project Identification:** These are ongoing activities.

**Zip Code:** See above.

100.- TRANSPORTATION PLANNING – Transportation Planning Activities

112. The following authorizations under master agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from October 1, 2010, through September 30, 2011. The terms of the master agreements are from October 1, 2008, through September 30, 2011. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Agreement/ Authorization</u>	<u>Regional Planning Organization</u>	<u>Amount</u>	<u>Zip Code</u>
100.	2009-0013/Z12	Central Upper Peninsula Planning & Development Regional Commission	\$39,000	49829
101.	2009-0014/Z12	East Central Michigan Planning & Development Regional Commission	\$39,000	48602
102.	2009-0015/Z8	Eastern Upper Peninsula Regional Planning & Development Commission	\$36,000	49783
103.	2009-0016/Z5	G-L-S Region V Planning & Development Commission	\$34,000	48502
104.	2009-0017/Z9	Northeast Michigan Council of Governments	\$40,000	49735
105.	2009-0018/Z14	Northwest Michigan Council of Governments	\$37,000	49685
106.	2009-0019/Z5	Region 2 Planning Commission	\$38,000	49201
107.	2009-0020/Z5	Southcentral Michigan Planning Council	\$34,000	49081
108.	2009-0021/Z11	Southwest Michigan Commission	\$38,700	49022
109.	2009-0022/Z5	Tri-County Regional Planning Commission	\$40,100	48910
110.	2009-0023/Z6	West Michigan Regional Planning Commission	\$37,000	49503
111.	2009-0024/Z5	West Michigan Shoreline Regional Development Commission	\$38,000	49443
112.	2009-0025/Z17	Western Upper Peninsula Planning & Development Regional Commission	\$38,000	49931

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

**Purpose/Business Case:** The RPOs support local and regional planning in the areas of transportation, environment, community and economic development, and education.

**Benefit:** The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects such as data collection, project facilitation and administration, and organization of MDOT public meetings.

**Funding Source:** 100% State Restricted Michigan Transportation Funds.

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

**Risk Assessment:** The RPOs provide an invaluable extension of MDOT resources.

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

**Selection:** N/A.

**New Project Identification:** This is an ongoing program.

**Zip Code:** See list above.

113. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Authorization (Z10) under Master Agreement (2009-0015) between MDOT and the Eastern Upper Peninsula Regional Planning & Development Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-123. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2010, through September 30, 2011. The authorization amount will be \$232,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% Eastern Upper Peninsula Regional Planning & Development Commission Funds.

**Criticality:** The regional planning organizations (RPOs) are authorized under Public Act 28 of 1945; funding is authorized under Public Act 51 of 1951.

**Purpose/Business Case:** To provide for the implementation of the Heritage Route Corridor Management Plan for M-123.

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

**Funding Source:** 80% Federal Highway Administration Funds and 20% Eastern Upper Peninsula Regional Planning & Development Commission Funds.

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

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

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

**Selection:** N/A.

**New Project Identification:** This is an ongoing program.

**Zip Code:** 49783.

114. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Authorization (Z19) under Master Agreement (2009-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-41. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from October 1, 2010, through September 30, 2011. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% Western Upper Peninsula Planning & Development Regional Commission Funds.

**Criticality:** The regional planning organizations (RPOs) are authorized under Public Act 28 of 1945; funding is authorized under Public Act 51 of 1951.

**Purpose/Business Case:** To provide for the implementation of the Heritage Route Corridor Management Plan for US-41, Copper County.

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

\* Denotes a non-standard contract/amendment

**Funding Source:** 80% Federal Highway Administration Funds and 20% Western Upper Peninsula Planning & Development Regional Commission Funds.

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

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

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

**Selection:** N/A.

**New Project Identification:** This is an ongoing program.

**Zip Code:** 49931.

115. \*TRANSPORTATION PLANNING – Development of Asset Management Plan and Revised Guide

Contract (2010-0409) between MDOT and Opus International Consultants, Inc., will provide for the development of a sample Asset Management Plan and revisions to the existing *Asset Management Guide for Local Agencies in Michigan*. The work will include aligning the plan with core principals defined by the Transportation Asset Management Council (TAMC) and providing instructions on how to apply the asset management process based on agency size. The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$74,997.89. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Comprehensive Transportation Funds.

**Criticality:** The tools provided by this project will help the local agencies to meet the requirements of Act 51 (PA 499 and PA 199), which requires state and local government agencies to adopt and follow an asset management process as prescribed by the TAMC.

**Purpose/Business Case:** To provide for the revision of the *Asset Management Guide for Local Agencies in Michigan* and the development of a sample asset management plan that is consistent with the TAMC's revised asset management process and that can be used by counties, cities, and villages in developing their own plans.

**Benefit:** The tools provided by this project will help the local agencies to meet the requirements of Act 51, which requires state and local government agencies to adopt and follow an asset management process as prescribed by the TAMC.

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

**Commitment Level:** This contract will be reimbursed on a milestone payment basis.

**Risk Assessment:** Without the tools provided by this project, many Act 51 agencies would continue to be out of compliance with Michigan law concerning asset management.

**Cost Reduction:** This contract will be reimbursed on a milestone payment basis.

**Selection:** Best value.

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

**Zip Code:** 48909.

## SUB CONTRACTS

116.	<b>Kelcris Corporation 3416 Corwin Road P.O. Box 362 Williamston, MI 48895</b>	<b>Low Bid:                                 \$ 716,890.56 Engineer's Estimate:                 \$ 792,286.14 Over/Under:                             -9.5%</b>
------	--	--

**Description of Work: Concrete Repairs**

Approval is requested to authorize the City of Saginaw to award a subcontract for concrete patching on eastbound and westbound M-46 in the City of Saginaw. The project was advertised, and three bids were received. The lowest bid 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 December 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Purpose/Business Case:** To provide for concrete patching of joints on eastbound and westbound M-46 in the City of Saginaw.

**Benefit:** A safer roadway.

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

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

**Risk Assessment:** If work is not performed, the roadway could become hazardous.

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

**Selection:** Low bid.

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

**Zip Code:** 48601.



**Funding Source:**

83996A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
89700A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

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

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

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

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49130.

118.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008002	\$ 349,939.34	\$ 320,169.89
	PROJECT STG 84912-106513		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - OCTOBER 04, 2010		
	COMPLETION DATE - NOVEMBER 12, 2010		-8.51 %

Traffic signal upgrading at 6 locations on M-72, M-65, M-119, M-33, M-55, and US-23, Alcona, Emmet, Ogemaw, and Presque Isle Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Ranck Electric, Inc.</b>	\$ 320,169.89	Same	1 **
Rauhorn Electric, Inc.	\$ 321,091.90	Same	2
Delta Electrical Contractors	\$ 340,879.71	Same	3
Strain Electric Company	\$ 349,646.78	Same	4
J.R. Howell; Airport Lighting, LLC	\$ 361,561.18	Same	5
InfraSource Underground Construct.	\$ 607,424.00	\$ 604,584.00	6
Metropolitan Power and Lighting			

6 Bidders

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

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

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

**Funding Source:**

106513A

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:** 49738 Region Wide.

119. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008003 \$ ENG. EST. 207,783.19 \$ LOW BID 228,849.00  
 PROJECT CM 46062-107614  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2012 10.14 %

Construction of a new hot mix asphalt carpool lot located on US-223 east of Riga Highway, Lenawee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Wagner Excavating, Inc.</b>	\$ 228,849.00	Same	1 **
Slusarski Excavating & Paving, Inc.	\$ 239,937.25	Same	2
C & D Hughes, Inc.	\$ 239,970.25	Same	3
Brady Sand and Gravel, Inc.	\$ 242,391.50	Same	4
Michigan Paving and Materials Comp	\$ 245,724.17	Same	5
Nashville Construction Company	\$ 246,175.15	Same	6
Bailey Excavating, Inc.	\$ 278,136.22	Same	7
Barrett Paving Materials Inc.			
Capozzo & Sons Excavating, Inc.			
Washtenaw Inc. Maintenance Service			

7 Bidders

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

**Purpose/Business:** Case To increase the capacity and encourage the use of the carpool lots. This project consists of constructing a new carpool lot.

**Benefit:** The newly reconstructed lot and the new lot may also attract new carpoolers.

**Funding Source:**

107614A

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

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

**Risk Assessment:** The 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:** Our customers will benefit from the new carpool lot.

**New Project Identification:** New construction.

**Selection:** Low bid.

**Zip Code:** 49276.

120.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008004	\$ 259,100.00	\$ 240,200.50
	PROJECT BHO 82193-109727		
	LOCAL AGRMT. 10-5500		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - FEBRUARY 28, 2011		-7.29 %

Procurement of carbon fiber reinforced polymer deck reinforcing grid on Pembroke Avenue over M-39 in the city of Detroit, Wayne County. This is a materials only contract.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Slagter &amp; Son Construction Co.</b>	<b>\$ 240,200.50</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 244,457.00	Same	2
Walter Toebe Construction Company			
C. A. Hull Co., 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 tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

109727A  
 City of Detroit 2.50 %  
 Federal Highway Administration Funds 80.00 %  
 State Restricted Trunkline Funds 17.50 %

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

**Risk Assessment:** 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:** 48235.

121. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008005 \$ ENG. EST. 181,050.00 \$ LOW BID 166,750.00  
 PROJECT BHO 82193-109726  
 LOCAL AGRMT. 10-5499 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - FEBRUARY 28, 2011 -7.90 %

Procurement of carbon fiber reinforced polymer transverse post tensioning cables on Pembroke Avenue over M-39 in the city of Detroit, Wayne County. This is a materials only contract.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 166,750.00	Same	1 **
Posen Construction, Inc.	\$ 173,736.00	Same	2
Walter Toebe Construction Company			
C. A. Hull Co., 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 tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

109726A

City of Detroit	2.50 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	17.50 %

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

**Risk Assessment:** 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:** 48235.

122.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008043	\$ 9,174,409.43	\$ 8,595,010.42
	PROJECT BRN 50051-51488		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 07, 2010		
	COMPLETION DATE - MAY 15, 2012		-6.32 %

Hot mix asphalt approaches, removal and replacement of structures at northbound and southbound M-3 over the Clinton River, and watermain replacement in the city of Mt. Clemens, Macomb County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C. A. Hull Co., Inc.</b>	<b>\$ 8,595,010.42</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 9,294,093.00	Same	2
Anlaan Corporation	\$ 9,327,484.98	Same	3
Posen Construction, Inc.	\$ 9,841,588.23	Same	4
E. C. Korneffel Co.	\$ 9,983,721.11	Same	5
Walter Toebe Construction Company	\$ 10,397,396.76	Same	6
Angelo Iafrate Construction Company			
J. Slagter & Son Construction Co.			
Hardman Construction, Inc.			
Milbocker and Sons, 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:** 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:**

51488A

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

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

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

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

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48043.

123. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008044  
 PROJECT HBOA 29022-102803  
 LOCAL AGRMT.  
 START DATE - MARCH 05, 2011  
 COMPLETION DATE - NOVEMBER 23, 2011

ENG. EST.                      LOW BID  
 \$ 1,683,624.98      \$ 1,707,505.51

% OVER/UNDER EST.  
 1.42 %

Bridge replacement, approach work, and maintaining traffic on M-57 over Bear Creek, Gratiot County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 1,707,505.51</b>	<b>Same</b>	<b>1 **</b>
S-L and H Contractors Incorporated	\$ 1,916,358.90	Same	2
Anlaan Corporation	\$ 1,925,030.36	Same	3
Milbocker and Sons, Inc.	\$ 1,985,830.20	\$ 1,985,823.90	4
E.T. MacKenzie Company	\$ 2,024,517.56	Same	5
Hardman Construction, Inc.	\$ 2,184,343.32	Same	6
Walter Toebe Construction Company			
Nashville Construction Company			
J. Slagter & Son Construction Co.			
Posen Construction, Inc.			
J. E. Kloote Contracting, Inc.			
Heystek Contracting, Inc.			
L. W. Lamb, 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:** 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:**

102803A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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



**Benefit:** The traffic associated with this growth will add a significant burden to an aging road system that is already distressed. Along with resurfacing of M-40 from I-196 northwesterly to US-31 under JN 109799, there are various trunkline and local road and bridge projects that are funded with this Economic Development grant that will make the road system support the increase in commercial traffic resulting from the expansions and new developments. In order to coordinate the projects, construction may be completed over three years, with the roads necessary for each development to be completed prior to the opening of each new facility. The city of Holland and MDOT will thus deliver a comprehensive group of road and bridge projects to include such goals as extending surface life, increasing capacity, improving safety, and providing long term solutions for roadways under heavy strain from commercial traffic.

**Funding Source:**

09779A

State Restricted Trunkline Funds 100 %

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

**Risk Assessment:** The relationships with the communities and businesses with the City of Holland area and surrounding region may be compromised. They are anticipating the completion of this project as announced to support the economy of the area.

**Cost Reduction:** With improvements to this infrastructure, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs and related safety improvements.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49424.

125.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008047	\$ 328,070.72	\$ 340,598.25
	PROJECT STH 55011-103751		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 06, 2010		3.82 %

3.82 mi of replacing existing drive culvert ends with sloped end sections, ditching, and installing guardrail on US-41 from 56th Avenue northerly to Brick Creek Road, Menominee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Smith Paving, Inc.</b>	<b>\$ 340,598.25</b>	<b>Same</b>	<b>1 **</b>
Musson Bros., Inc.	\$ 399,812.85	Same	2
Bacco Construction Company	\$ 417,535.25	Same	3
A. Lindberg & Sons, Inc.			
Schippers Excavating, Inc.			
Barley Trucking & Excavating, Inc.			
Hebert Construction Co.			

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 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:**

103751A

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

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

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

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

**New Project Identification:** Reconstruction.

**Selection:** Low Bid.

**Zip Code:** 49858.





**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:** 49080 Region Wide.

128. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008050  
 PROJECT NH 33032-87165  
 LOCAL AGRMT.  
 START DATE - APRIL 15, 2011  
 COMPLETION DATE - SEPTEMBER 01, 2011

	ENG. EST.	LOW BID
	\$ 3,480,252.70	\$ 3,012,179.80
		% OVER/UNDER EST.
		-13.45 %

Structure replacement, approach work, guardrail, pavement marking, and detouring traffic on Kipp Road over US-127, Ingham County.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hardman Construction, Inc.</b>	\$ 3,012,179.80	Same	1 **
Davis Construction, Inc.	\$ 3,111,000.63	Same	2
Anlaan Corporation	\$ 3,143,985.07	Same	3
E.T. MacKenzie Company	\$ 3,155,807.46	Same	4
C. A. Hull Co., Inc.	\$ 3,176,368.07	Same	5
Walter Toebe Construction Company	\$ 3,187,020.54	Same	6
Milbocker and Sons, Inc.	\$ 3,242,048.36	\$ 3,242,039.82	7
J. Slagter & Son Construction Co.	\$ 3,264,739.23	Same	8
Posen Construction, Inc.	\$ 3,325,329.64	Same	9

9 Bidders

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

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

87165A

AT&T	1.49 %
Federal Highway Administration Funds	80.63 %
State Restricted Trunkline Funds	17.88 %

**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:** 48875.

129.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008051	\$ 2,318,891.23	\$ 2,121,502.53
	PROJECT ST 25081-85290		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 18, 2011		
	COMPLETION DATE - SEPTEMBER 10, 2011		-8.51 %

Bridge replacement, hot mix asphalt approach work, and maintaining traffic on M-21 over Mistequay Creek, Genesee County.

5.00 % DBE participation required

BIDDER	DBE%*	AS-SUBMITTED	AS-CHECKED
<b>Posen Construction, Inc.</b>	<b>5.00%</b>	<b>\$ 2,121,502.53</b>	<b>Same 1 **</b>
Davis Construction, Inc. responsive	5.00%	\$ 2,132,202.49	Same non-
E.T. MacKenzie Company	5.47%	\$ 2,205,139.82	Same 3
Anlaan Corporation	5.00%	\$ 2,333,224.85	Same 4
Dan's Excavating, Inc.	5.00%	\$ 2,496,923.95	Same 5
C. A. Hull Co., Inc.	5.21%	\$ 2,504,840.96	Same 6
Milbocker and Sons, Inc.	5.20%	\$ 2,571,382.51	Same 7
Hardman Construction, Inc.	n/a	\$ 2,824,525.74	Same n/c
Walter Toebe Construction Company			
J. Slagter & Son Construction Co.			
J. E. Kloote Contracting, Inc.			
S-L and H Contractors Incorporated			
Angelo Iafrate Construction Company			

8 Bidders

\*DBE Solicitation percent at Time of Bid

8/12/2010

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

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

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

**Funding Source:**

85290A

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

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

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

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

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48449.

130.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008058	\$ 75,258.83	\$ 76,828.90
	PROJECT EBSL 49022-110495		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 07, 2010		2.09 %

Construction of a hot mix asphalt carpool parking lot, aggregate shoulders, concrete curb and gutter, permanent pavement markings, and signing at the northeast quadrant of the US-2 and M-117 intersection, Mackinac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan Inc.</b>	\$ 76,828.90	Same	1 **
Gerou Excavating, Inc.	\$ 81,463.20	Same	2
Rieth-Riley Construction Co., Inc.	\$ 85,448.75	Same	3
Bacco Construction Company	\$ 98,068.50	Same	4
A. Lindberg & Sons, 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:** This project consists of constructing a new carpool lot.

**Benefit:** The newly reconstructed lot and the new lot may also attract new carpoolers.

**Funding Source:**

110495A

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

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

**Risk Assessment:** The surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

**Cost Reduction:** Our customers will benefit from the new carpool lot.

**New Project Identification:** New construction.

**Selection:** Low bid.

**Zip Code:** 49827.

131.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008064	\$ 2,434,924.44	\$ 2,014,168.08
	PROJECT NH 61075-105717		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 07, 2010		
	COMPLETION DATE - SEPTEMBER 26, 2011		-17.28 %

6.05 mi of hot mix asphalt cold milling and resurfacing on US-31 from north of M-46 to the C&O Railroad and on M-120 from US-31 to east of Old Orchard Lane in the city of Muskegon, Muskegon 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	
Michigan Paving and Materials Comp	\$ 2,014,168.08	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 2,035,403.44	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:**

105717A

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:** 49445.

132.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008065	\$ 401,455.93	\$ 383,740.32
	PROJECT CM 41051-109432		
	LOCAL AGRMT. 10-5543		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 14, 2012		-4.41 %

0.20 mi of extending dual hot mix asphalt left turn lane including curb and gutter, drainage reconstruction, modernization of traffic signals, ADA sidewalk ramp relocations, and upgrades on M-44 northbound from south to north of the Knapp Street intersection in the city of Grand Rapids, Kent County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kamminga &amp; Roodvoets, Inc.</b>	\$ 383,740.32	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 387,007.20	\$ 387,457.20	2
Michigan Paving and Materials Comp			

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

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

**Funding Source:**

109432A	
Federal Highway Administration Funds	80.00 %
City of Grand Rapids	2.35 %
State Restricted Trunkline Funds	17.65 %

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

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

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

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49505.

133.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008066	\$ 149,364.20	\$ 182,905.00
	PROJECT M 38131-M61035		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2010		22.46 %

5.59 mi of pavement joint and crack repairs with diamond grinding hot mix asphalt pavement on US-127 northbound from Boardman Road to Henry Road, Jackson County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kelcris Corporation</b>	\$ 182,905.00	Same	1 **
C & D Hughes, Inc.	\$ 187,735.00	Same	2
Barrett Paving Materials Inc.	\$ 219,975.00	Same	3
Causie Contracting, Inc.	\$ 245,075.00	Same	4
Lois Kay Contracting Co.	\$ 266,347.00	Same	5
Diamond Coring Company, Inc.			
Penhall Company			
Florence Cement 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.

**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:**

M61035

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:** 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.

134.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008082	\$ 76,254.58	\$ 70,209.49
	PROJECT M 47062-M61001		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 18, 2010		-7.93 %

0.09 mi of concrete pavement repair on the I-96BL eastbound ramp to I-96 eastbound at Lake Chemung, Livingston County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	\$ 70,209.49	Same	1 **
Kelcris Corporation	\$ 71,225.19	Same	2
C & D Hughes, Inc.	\$ 73,625.94	Same	3
Eastlund Concrete Construction	\$ 83,133.28	Same	4
F & M Construction Company, LLC	\$ 87,526.60	Same	5
Tony Angelo Cement Construction Co.	\$ 95,233.36	Same	6
Major Cement Co.			
Causie Contracting, Inc.			
Snowden, 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.

**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:**

M61001

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:** 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:** 48843.

135. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008083 \$ ENG. EST. \$ LOW BID 335,115.00  
 PROJECT M 63900-M71042  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2011 -1.81 %

Guardrail and fence maintenance on an as-needed basis at various locations on state trunklines, Oakland County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rite Way Fence, Inc.	\$ 335,115.00	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 371,905.00	Same	2
J. Ranck Electric, Inc.	\$ 404,580.02	Same	3
J & J Contracting, Inc.			
Future Fence Company			
Snowden, Inc.			
RMD Holdings, Ltd.			

3 Bidders

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

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

M71042

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:** 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:** 48341.

136. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008085 \$ ENG. EST. \$ LOW BID 478,707.20  
 PROJECT M 11072-M51003  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - SEPTEMBER 06, 2010  
 COMPLETION DATE - SEPTEMBER 30, 2010 -3.86 %

2.74 mi of hot mix asphalt cold milling, resurfacing, and shoulder reconstruction on M-140 from north of the Watervliet village limits northerly to the Van Buren County line, Berrien County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 478,707.20	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 483,473.60	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.

**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:**

M51003

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:** 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:** 49098.

137. LETTING OF AUGUST 06, 2010 ENG. EST. LOW BID  
 PROPOSAL 1008087 \$ 353,513.68 \$ 291,789.60  
 PROJECT M 63041-M71043  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 03, 2010 -17.46 %

12.70 mi of catch basin repair and cleanout on M-59 from Williams Lake Road to Tipsico Lake Road, Oakland County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Lois Kay Contracting Co.</b>	<b>\$ 291,789.60</b>	<b>Same</b>	<b>1 **</b>
C & D Hughes, Inc.	\$ 303,735.55	Same	2
Dan's Excavating, Inc.	\$ 334,126.88	Same	3
Service Construction, L.L.C.	\$ 341,214.59	Same	4
Tri-Valley Landscaping, Inc.	\$ 383,538.30	Same	5
Angelo Iafrate Construction Company			
Zito Construction			
3-S Construction, Inc.			
Audia Concrete Construction, 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.

**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 thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M71043

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:** There is a greater risk of injury/accidents due to existing conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48356.

138. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008088 \$ 138,543.46 \$ 177,716.36  
 PROJECT M 63102-M71044  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 17, 2010 28.27 %

0.13 mi of well point and wall drain installation along the westbound outside shoulder of I-696 between Greenfield Road and Lincoln Road in the city of Southfield, Oakland County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Angelo Iafrate Construction Company	\$ 177,716.36	Same	1 **
Dan's Excavating, Inc.	\$ 221,938.10	Same	2
ABC Paving Company			
Posen Construction, Inc.			

2 Bidders

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

**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 thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M71044

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:** There is a greater risk of injury/accidents due to existing conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48076.

139.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008089	\$ 302,521.40	\$ 256,757.36
	PROJECT M 63131-M71046		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 17, 2010		-15.13 %

0.33 mi of full-depth concrete repairs on M-150 (Rochester Road) from South Boulevard to the eastbound M-59 off-ramp in the city of Rochester Hills, Oakland County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	\$ 256,757.36	Same	1 **
Tony Angelo Cement Construction Co.	\$ 260,180.45	Same	2
Di Lisio Contracting, Inc.	\$ 279,103.46	Same	3
Kelcris Corporation	\$ 294,188.97	Same	4
Major Cement Co.	\$ 362,548.75	Same	5
Audia Concrete Construction, Inc.			
Snowden, Inc.			

5 Bidders

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

**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:**

M71046

Oakland County 64.00 %  
State Restricted Trunkline Funds 36.00 %

**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.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48037.

140. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008090 \$ ENG. EST. \$ LOW BID 107,601.40  
 PROJECT M 06111-M41006  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - SEPTEMBER 13, 2010  
 COMPLETION DATE - SEPTEMBER 30, 2010 0.26 %

0.32 mi of guardrail replacement and drainage improvements on M-33 east of the I-75 interchange, Arenac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Tri-Valley Landscaping, Inc.</b>	<b>\$ 107,601.40</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 113,066.34	Same	2
Rite Way Fence, Inc.	\$ 119,172.25	Same	3
J. Ranck Electric, Inc.	\$ 123,580.83	Same	4
Future Fence Company	\$ 129,687.60	Same	5
Nashville Construction Company	\$ 139,029.06	Same	6
Snowden, Inc.	\$ 141,735.00	Same	7
A. J. Rehmus & Son, Inc.	\$ 160,873.00	Same	8
Bolen Asphalt Paving, Inc.			
J & J Contracting, Inc.			
Katterman Trucking, Inc.			

8 Bidders

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

**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 thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M41006

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:** There is a greater risk of injury/accidents due to existing conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48749.

141. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008091 \$ ENG. EST. LOW BID \$ 126,578.77  
 PROJECT M 49025-M11076  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 15, 2010 54.12 %

Deck joint replacement, partial deck repair, and approach pavement replacement on I-75 over the Pine River, Mackinac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Slagter &amp; Son Construction Co.</b>	\$ 126,578.77	Same	1 **
Anlaan Corporation	\$ 140,121.84	Same	2
Hebert Construction Co.	\$ 145,551.06	Same	3
C. A. Hull Co., Inc.	\$ 170,103.25	Same	4
Snowden, Inc.			
L. W. Lamb, Inc.			
A. Lindberg & Sons, 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.

**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:**

M11076

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.







145. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008095 \$ ENG. EST. 346,043.06 \$ LOW BID 335,055.45  
 PROJECT M 84915-M51066  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - OCTOBER 01, 2010  
 COMPLETION DATE - SEPTEMBER 30, 2011 -3.18 %

Maintenance of damaged guardrail on various state trunklines, Branch and Calhoun Counties

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Future Fence Company</b>	\$ 335,055.45	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 344,541.00	Same	2
Snowden, Inc.	\$ 380,240.00	Same	3
J. Ranck Electric, Inc.	\$ 381,780.00	Same	4
Rite Way Fence, Inc.	\$ 383,259.50	Same	5
RMD Holdings, Ltd.			
J. Slagter & Son Construction Co.			
J & J Contracting, 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.

**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 thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M51066

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:** There is a greater risk of injury/accidents due to existing conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49068.









150. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008100 \$ ENG. EST. \$ 99,437.92 \$ LOW BID 97,980.99  
 PROJECT M 49031-M11079  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 29, 2010 -1.47 %

9.00 mi of driveway culvert end section upgrades and culvert replacement on M-117 from north of the US-2 centerline northerly to the Mackinac/Luce county line, Mackinac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Gerou Excavating, Inc.</b>	\$ 97,980.99	Same	1 **
Payne & Dolan Inc.	\$ 114,638.43	Same	2
Cordes Excavating, Inc.	\$ 116,207.48	\$ 115,157.48	3
Bacco Construction Company	\$ 137,692.00	Same	4
Rieth-Riley Construction Co., Inc.	\$ 144,829.00	Same	5
A. Lindberg & Sons, Inc.	\$ 172,542.00	Same	6
Hebert Construction Co.			

6 Bidders

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

**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 thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M11079

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:** There is a greater risk of injury/accidents due to existing conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49827.

151. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008101 \$ ENG. EST. 77,775.00 \$ LOW BID 80,616.50  
 PROJECT M 84911-M11077  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 08, 2010 3.65 %

Repair and placement of thermoplastic pavement marking  
 at 13 snowmobile crossing locations on M-28 and M-123,  
 Luce and Chippewa Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 80,616.50</b>	<b>Same</b>	<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.

**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 thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M11077

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:** There is a greater risk of injury/accidents due to existing conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49793.







**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48505.

155.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008106	\$ 257,691.29	\$ 230,713.25
	PROJECT M 73031-M41002		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 13, 2010		
	COMPLETION DATE - NOVEMBER 30, 2010		-10.47 %

Replacement of an existing metal arch culvert with a concrete box culvert on M-52 over Wolf Creek north crossing, Saginaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 230,713.25</b>	<b>Same</b>	<b>1 **</b>
Crawford Contracting, Inc.	\$ 268,306.00	Same	2
J. Slagter & Son Construction Co.	\$ 270,325.71	Same	3
Service Construction, L.L.C.	\$ 289,288.55	Same	4
3-S Construction, Inc.	\$ 296,417.60	Same	5
Zito Construction	\$ 310,007.00	Same	6
Fisher Contracting Company	\$ 333,109.86	Same	7
Heystek Contracting, Inc.	\$ 333,847.38	Same	8
CRS/Shaw Contracting Co.	\$ 363,939.02	Same	9
L.J. Construction, Inc.	\$ 378,597.00	Same	10
Anlaan Corporation			
Geiersbach Construction, Inc.			
Rohde Bros. Excavating, Inc.			
Lee Wood Contracting, Inc.			
Perrin Construction Co., Inc.			
C. A. Hull Co., Inc.			
Tri-City Groundbreakers, Inc.			
Civil Infrastructure, Inc.			
D. J. McQuestion & Sons, Inc.			

10 Bidders

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

**Purpose/Business 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 thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M41002

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:** There is a greater risk of injury/accidents due to existing conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48655.

156.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008107	\$ 162,808.17	\$ 182,605.16
	PROJECT M 06091-M41005		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 13, 2010		
	COMPLETION DATE - NOVEMBER 13, 2010		12.16 %

Emergency replacement of an existing corrugated metal pipe culvert with a concrete box culvert at M-65 over Cedar Creek Drain, Arenac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	\$ 182,605.16	Same	1 **
J. Slagter & Son Construction Co.	\$ 195,224.12	Same	2
Anlaan Corporation	\$ 259,760.18	Same	3
Fisher Contracting Company	\$ 261,667.29	Same	4
Tri-City Groundbreakers, Inc.			
Rohde Bros. Excavating, Inc.			
L.J. Construction, Inc.			
Katterman Trucking, Inc.			
L. W. Lamb, Inc.			
D. J. McQuestion & Sons, Inc.			
Bolen Asphalt Paving, Inc.			
Bilacic Trucking, Inc.			
Crawford Contracting, Inc.			
Lee Wood Contracting, Inc.			
Cordes Excavating, 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.

**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:**

M41005

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:** 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:** 48766.

157. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008108 \$ ENG. EST. 647,589.22 \$ LOW BID 553,970.20  
 PROJECT M 06041-M41004  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - SEPTEMBER 13, 2010  
 COMPLETION DATE - OCTOBER 29, 2010 -14.46 %

4.96 mi of full depth longitudinal and concrete patches on US-23 Connector eastbound and westbound from I-75 to M-13, Arenac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	\$ 553,970.20	Same	1 **
Causie Contracting, Inc.	\$ 570,523.45	Same	2
Kelcris Corporation	\$ 611,380.15	Same	3
C & D Hughes, Inc.	\$ 643,687.60	Same	4
Tony Angelo Cement Construction Co.	\$ 676,505.20	Same	5
Snowden, Inc.			

5 Bidders

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

**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:**

M41004

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:** 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:** 48658.

158. LETTING OF AUGUST 06, 2010 ENG. EST. LOW BID  
 PROPOSAL 1008109 \$ 276,264.40 \$ 257,700.00  
 PROJECT M 18024-M41075  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 24, 2010 -6.72 %

Reconstructing two existing culverts with resin-impregnated flexible liners under US-10 eastbound and westbound, east of M-115, Clare County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Lanzo Lining Services, Inc.-Florida	\$ 257,700.00	Same	1 **
D. J. McQuestion & Sons, Inc.	\$ 327,390.00	Same	2
Civil Infrastructure, Inc.	\$ 329,310.00	Same	3
Blaze Contracting, Inc.	\$ 364,635.00	Same	4
Utility Services Authority LLC	\$ 578,100.00	Same	5
Crawford Contracting, Inc.			
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.

**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:**

M41075

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:** 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:** 48617.

159. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008110 \$ ENG. EST. \$ LOW BID  
 PROJECT BHN 16081-109431 \$ 296,474.39 \$ 269,130.00  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JANUARY 03, 2011  
 COMPLETION DATE - JANUARY 28, 2011 -9.22 %

Emergency submarine cable replacement on US-23 over the Cheboygan River in the city of Cheboygan, Cheboygan County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rauhorn Electric, Inc.</b>	\$ 269,130.00	Same	1 **
J. Ranck Electric, Inc.	\$ 269,713.85	Same	2
Strain Electric Company	\$ 327,800.00	Same	3
Motor City Electric Utilities Comp	\$ 383,122.82	Same	4
Delta Electrical Contractors			

4 Bidders

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

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

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

**Funding Source:**

109431A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

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

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

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49721.

160. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008111 \$ ENG. EST. LOW BID  
 PROJECT M 49041-M11078 \$ 62,396.98 \$ 125,816.58  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 29, 2010 101.64 %

Concrete quarry crossing replacement with cross slope correction on approach pavement on M-134 near Cedarville, Mackinac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 125,816.58	Same	1 **
Bacco Construction Company	\$ 132,705.35	Same	2

2 Bidders

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

**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:**

M11078

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:** 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:** 49719.



162. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008259  
 PROJECT BHI 80012-89684  
 LOCAL AGRMT.  
 START DATE - APRIL 11, 2011  
 COMPLETION DATE - MAY 28, 2012

ENG. EST.  
 \$ 2,506,467.75

LOW BID  
 \$ 2,425,264.77

% OVER/UNDER EST.  
 -3.24 %

Superstructure, pier, and partial abutment replacements  
 on I-196 over County Road 380, Van Buren County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 2,425,264.77</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co.	\$ 2,513,271.77	Same	2
Milbocker and Sons, Inc.	\$ 2,549,547.90	Same	3
Anlaan Corporation	\$ 2,644,341.33	Same	4
L. W. Lamb, Inc.	\$ 2,736,282.15	Same	5
Walter Toebe Construction Company	\$ 2,760,935.29	Same	6
C. A. Hull Co., Inc.	\$ 2,940,082.07	Same	7
E.T. MacKenzie Company			
Hardman Construction, Inc.			

7 Bidders

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

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

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

**Funding Source:**

89684A

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

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

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

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

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49043.





**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:** 49854.

165. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008009 \$ ENG. EST. \$ LOW BID \$ 139,281.00  
 PROJECT STUL 47469-110854  
 LOCAL AGRMT. 10-5494 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 12, 2010 -25.66 %

0.13 mi of pavement removal, hot mix asphalt resurfacing, concrete curb, gutter, ADA ramps, and sidewalk on George Street from West Sibley Street northerly to Grand River Avenue in the city of Howell, Livingston County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>DiPonio Contracting, Inc.</b>	\$ 139,281.00	Same	1 **
Fonson, Inc.	\$ 141,940.30	Same	2
Nashville Construction Company	\$ 153,659.60	Same	3
Rieth-Riley Construction Co., Inc.	\$ 159,284.90	Same	4
San Marino Excavating, Inc.	\$ 164,457.25	Same	5
Service Construction, L.L.C.	\$ 168,186.60	Same	6
Florence Cement Company	\$ 172,343.00	Same	7
Cadwell Bros. Construction Company	\$ 173,449.48	Same	8
Zito Construction	\$ 179,877.50	Same	9
Sole Construction, Inc.	\$ 185,717.55	Same	10
Barrett Paving Materials Inc.			
Cadillac Asphalt, L.L.C.			
Ajax Paving Industries, Inc.			
C & D Hughes, Inc.			
Perrin Construction Co., 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.

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:**

110854A

Federal Highway Administration Funds	50.28 %
City of Howell	49.72 %

**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:** 48843.

166.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008010	\$ 156,349.19	\$ 168,590.70
	PROJECT STUL 31489-89599		
	LOCAL AGRMT. 10-5503		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2011		7.83 %

0.47 mi of hot mix asphalt cold milling and resurfacing, drainage improvements, aggregate shoulders, and pavement markings on Smith Avenue from US-41 easterly, Houghton County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan Inc.</b>	\$ 168,590.70	Same	1 **
Bill Siler Contracting, Inc.	\$ 169,293.70	Same	2
Hebert Construction Co.	\$ 201,790.97	Same	3
Bacco Construction Company	\$ 204,223.10	Same	4
Thomas J. Moyle, Jr., Incorporated			
A. Lindberg & Sons, Inc.			
Oberstar Inc.			

4 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

89599A

Houghton County 18.15 %

Federal Highway Administration Funds 81.85 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49942.

167.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008011	\$ 3,967,733.10	\$ 3,967,943.15
	PROJECT STU 82400-110473		
	LOCAL AGRMT. 10-5511		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2011		0.01 %

6.60 mi of hot mix asphalt cold milling and resurfacing, concrete curb, gutter, sidewalk, and ADA ramps, drainage improvements, and pavement removal citywide from Oakman Avenue to 14th Street in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cadillac Asphalt, L.L.C.</b>	<b>\$ 3,967,943.15</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 4,298,130.59	Same	2
Barrett Paving Materials Inc.			

2 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

110473A	
City of Detroit	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48211.

168.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008012	\$ 2,611,000.00	\$ 2,739,540.71
	PROJECT STU 82400-110472		
	LOCAL AGRMT. 10-5516		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2011		4.92 %

5.15 mi of hot mix asphalt cold milling and resurfacing, concrete curb, gutter, and sidewalk ramps, drainage structures, and pavement markings citywide at eight locations from Dequindre Street to Mt. Elliott Avenue in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cadillac Asphalt, L.L.C.</b>	\$ 2,739,540.71	Same	1 **
Ajax Paving Industries, Inc.	\$ 2,797,575.60	Same	2
Barrett Paving Materials Inc.			

## 2 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

110472A

City of Detroit	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48226.





**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:** 49962.

171. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008015 \$ ENG. EST. 254,998.75 \$ LOW BID 244,231.45  
 PROJECT STUL 11413-100035  
 LOCAL AGRMT. 10-5512 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 01, 2010 -4.22 %

0.67 mi of hot mix asphalt cold milling and resurfacing, concrete curb, gutter, sidewalk, and ADA ramps on Highland Avenue from 3rd Street easterly to Fair Avenue in the city of Benton Harbor, Berrien County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Northern Construction Services, Co.</b>	<b>\$ 244,231.45</b>	<b>Same</b>	<b>1 **</b>
Kalin Construction Co., Inc.	\$ 268,839.85	Same	2
Hoffman Bros., Inc.	\$ 287,193.52	Same	3
Milbocker and Sons, Inc.	\$ 299,975.98	Same	4
Peters Construction Co.	\$ 308,304.27	Same	5
Kamminga & Roodvoets, Inc.	\$ 309,492.95	Same	6
Michigan Paving and Materials Comp	\$ 312,144.55	Same	7
Nashville Construction Company			
Rieth-Riley Construction 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 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:**

100035A  
 City of Benton Harbor 18.18 %  
 Federal Highway Administration Funds 81.82 %

**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:** 49022.

172. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008016 \$ ENG. EST. 225,000.00 \$ LOW BID 167,361.77  
 PROJECT STL 64026-90144  
 LOCAL AGRMT. 10-5495 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2010 -25.62 %

0.62 mi of hot mix asphalt resurfacing, base crushing and shaping, drainage improvements, pavement marking, and slope restoration on Bingham Street (Garfield Road) from the west village limit of New Era easterly to 1st Street, Oceana County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 167,361.77	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 179,361.24	Same	2
Asphalt Paving, Inc.	\$ 182,854.80	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 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:**

90144A

Federal Highway Administration Funds	80.00 %
Village of New Era	20.00 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49446.

173.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008017	\$ 148,971.50	\$ 125,685.23
	PROJECT STU 70401-110819		
	LOCAL AGRMT. 10-5514		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 20 working days		-15.63 %

0.43 mi of hot mix asphalt cold milling and resurfacing, base crushing and shaping, concrete curb, gutter, and sidewalk, and pavement markings on 36th Avenue from Oak Street to the north city limits of Hudsonville, Ottawa County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	\$ 125,685.23	Same	1 **
Michigan Paving and Materials Comp	\$ 128,145.31	Same	2
Kamminga & Roodvoets, Inc.	\$ 141,348.65	Same	3

3 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

110819A

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.





**Funding Source:**

107952A

Antrim 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:** 49676.

176.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008020	\$ 740,611.00	\$ 534,932.56
	PROJECT CMG 25400-109501		
	LOCAL AGRMT. 10-5529		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 01, 2011		-27.77 %

Traffic signal and sidewalk ramp improvements on Owen Road at Jennings Road, Silver Parkway, US-23 southbound and northbound off ramps, the Target driveway, Donaldson Drive, Shiawassee Avenue, and at Rounds Drive, and on Shiawassee Avenue at Adelaide Street in the city of Fenton, Genesee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rauhorn Electric, Inc.</b>	\$ 534,932.56	Same	1 **
Delta Electrical Contractors	\$ 576,207.31	Same	2
Metropolitan Power and Lighting	\$ 588,968.83	Same	3
Motor City Electric Utilities Comp	\$ 606,630.07	Same	4
J. Ranck Electric, Inc.	\$ 612,833.46	Same	5
J.R. Howell; Airport Lighting, LLC	\$ 628,256.77	Same	6
Severance Electric Co., Inc.	\$ 668,487.32	Same	7
InfraSource Underground Construct.	\$ 874,652.26	Same	8
D V T Electric, Inc			
Strain Electric Company			

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 improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

**Funding Source:**

109501A

Federal Highway Administration Funds	99.74 %
City of Fenton	0.26 %

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

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

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

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 48430.

177. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008021 \$ ENG. EST. 451,650.30 \$ LOW BID 355,828.84  
 PROJECT BRT 59010-105309  
 LOCAL AGRMT. 10-5487 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 15, 2011 -21.22 %

Removal of existing structure, construction of a side-by-side, prestressed concrete box beam bridge, and related approach work on Grow Road at Dickerson Creek, Montcalm County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	\$ 355,828.84	Same	1 **
J. E. Kloote Contracting, Inc.	\$ 366,990.16	Same	2
E.T. MacKenzie Company	\$ 368,877.04	Same	3
Davis Construction, Inc.	\$ 370,841.23	Same	4
Anlaan Corporation	\$ 378,497.61	Same	5
S-L and H Contractors Incorporated	\$ 380,278.29	Same	6
Riverworks Construction, Inc.	\$ 417,610.80	Same	7
Nashville Construction Company	\$ 459,038.42	Same	8
Diversco Construction Company, Inc.	\$ 492,211.42	Same	9
L. W. Lamb, Inc.			
Miller Development, Inc.			
J. Slagter & Son Construction Co.			
Walter Toebe 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 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:**

105309A	
Montcalm County	5.27 %
Federal Highway Administration Funds	79.78 %
State Restricted Trunkline Funds	14.95 %



**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:**

101452A

Federal Highway Administration Funds 100 %

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

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

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

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 48043.

179.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008023	\$ 539,386.00	\$ 412,175.65
	PROJECT STL 62123-109085		
	LOCAL AGRMT. 10-5517		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2010		-23.58 %

2.66 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate shoulders, guardrail upgrade, pavement marking, and slope restoration on 48th Street from east of Gordon Avenue easterly to Centerline Road and on Centerline Road from Centerline Court northerly to 48th Street, Newaygo County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Comp</b>	<b>\$ 412,175.65</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 434,420.22	Same	2

2 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

109085A  
 Newaygo County 20.00 %  
 Federal Highway Administration Funds 80.00 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49337.

180. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008024 \$ ENG. EST. 105,730.40 \$ LOW BID 129,080.00  
 PROJECT STH 82609-108656  
 LOCAL AGRMT. 10-5513 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 30, 2010 22.08 %

0.05 mi of intersection realignment, pavement removal, concrete pavement, sidewalk ramps, and pavement markings on Allen Road at Manor Avenue and Reeck Road in the city of Allen Park, Wayne County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dave's Contracting Inc</b>	\$ 129,080.00	Same	1 **
Lacaria Concrete Construction Inc.	\$ 129,191.25	Same	2
Florence Cement Company	\$ 134,786.72	Same	3
Major Cement Co.	\$ 153,214.86	Same	4
Century Cement Company, Inc.	\$ 174,594.15	Same	5
Audia Concrete Construction, Inc.			

5 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

108656A

City of Allen Park	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:** 48101.

181.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008025	\$ 424,997.00	\$ 388,362.20
	PROJECT STH 82609-108661		
	LOCAL AGRMT. 10-5507		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2011		-8.62 %

Installation of pedestrian signal countdown timers and sidewalk ramps at 85 locations in the city of Detroit, Wayne County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rauhorn Electric, Inc.</b>	\$ 388,362.20	Same	1 **
Motor City Electric Utilities Comp	\$ 403,781.83	Same	2
J. Ranck Electric, Inc.	\$ 433,661.12	Same	3
Severance Electric Co., Inc.	\$ 435,915.76	Same	4
Metropolitan Power and Lighting			

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 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:**

108661A

City of Detroit	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:** 48208.



**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:**

104485A

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:** 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:** 48626.

183.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008027	\$ 338,064.50	\$ 268,779.91
	PROJECT STU 81075-110488		
	LOCAL AGRMT. 10-5493		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 02, 2010		-20.49 %

Concrete deck repair, joint replacement, concrete I-Beam end repairs, substructure repair, sidewalks, scour countermeasures, and related approach work on Mast Road over Huron River, Washtenaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	\$ 268,779.91	Same	1 **
C. A. Hull Co., Inc.	\$ 294,710.05	Same	2
Anlaan Corporation	\$ 324,730.95	Same	3
J. Slagter & Son Construction Co.	\$ 335,464.95	Same	4
Posen Construction, Inc.	\$ 382,729.60	Same	5
Walter Toebe Construction Company			

5 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a 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.

**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:**

110488A

Washtenaw County	20.02 %
Federal Highway Administration Funds	79.98 %

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

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

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

**New Project Identification:** Bridge rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48130.



**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:**

102957A  
 Isabella County 20.00 %  
 Federal Highway Administration Funds 67.00 %  
 State Restricted Trunkline Funds 13.00 %

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

**Risk Assessment:** 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:** 48896.

185. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008031 \$ 913,012.75 \$ 888,138.27  
 PROJECT STH 82609-108665, ETC  
 LOCAL AGRMT. 10-5527 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2010 -2.72 %

0.79 mi of concrete pavement turn lane construction, hot mix asphalt resurfacing, concrete pavement repair, concrete sidewalk and ramps, storm sewer, and pavement markings on Newburgh Road at 5 Mile Road and 7 Mile Road and from North Laurel Park Drive to 7 Mile Road in the city of Livonia, Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	\$ 888,138.27	Same	1 **
Cadillac Asphalt, L.L.C.	\$ 905,874.47	Same	2
Barrett Paving Materials Inc.	\$ 1,011,736.02	Same	3
Florence Cement 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 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:**

108665A		
Federal Highway Administration Funds		79.80 %
City of Livonia		20.20 %
110325A		
Federal Highway Administration Funds		81.56 %
City of Livonia		18.44 %

**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 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:** 48152.

186.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008032	\$ 351,450.96	\$ 302,783.10
	PROJECT CM 41400-109998		
	LOCAL AGRMT. 10-5536		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2010		-13.85 %

0.17 mi of hot mix asphalt road widening and paving, concrete curb and gutter, storm sewer, sidewalk ramps, pavement markings, and traffic signals on Kalamazoo Avenue at Edgeknoll Drive, Kent County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Comp</b>	\$ 302,783.10	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 319,354.65	Same	2
Rieth-Riley Construction Co., Inc.	\$ 391,133.70	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 improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

**Funding Source:**

109998A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 49508.

187. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008034  
 PROJECT STL 73145-110461  
 LOCAL AGRMT. 10-5552  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2010

ENG. EST.  
 \$ 1,362,654.00

LOW BID  
 \$ 1,146,138.90

% OVER/UNDER EST.  
 -15.89 %

0.21 mi of slope reinforcement and restoration, steel sheet piling, hot mix asphalt paving, and guardrail on Sharon Road south of Peet Road and north of Niver Road, Saginaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>D. J. McQuestion &amp; Sons, Inc.</b>	<b>\$ 1,146,138.90</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 1,228,097.94	Same	2
Novak Construction	\$ 1,257,071.10	Same	3
Lee Wood Contracting, Inc.	\$ 1,284,429.30	Same	4
Rohde Bros. Excavating, Inc.	\$ 1,338,536.00	Same	5
Fisher Contracting Company	\$ 1,374,723.97	Same	6
Zito Construction	\$ 1,517,634.80	Same	7
Anlaan Corporation			
M & M Excavating Company			
Nashville Construction Company			
Walter Toebe Construction Company			
Saginaw Asphalt Paving Co.			
CRS/Shaw Contracting Co.			
Wooten Contracting Co.			
Hardman Construction, Inc.			
S-L and H Contractors Incorporated			
Milbocker and Sons, Inc.			
Angelo Iafrate Construction Company			
Tri-Valley Landscaping, 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 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:**

110461A  
 Saginaw County 33.00 %  
 Federal Highway Administration Funds 67.00 %

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

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

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

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48616.

188. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008035 \$ ENG. EST. 316,649.00 \$ LOW BID 260,246.25  
 PROJECT STH 11609-108586-2  
 LOCAL AGRMT. 10-5320 % OVER/UNDER EST.  
 START DATE - JULY 11, 2011  
 COMPLETION DATE - AUGUST 12, 2011 -17.81 %

0.40 mi of widening for center left turn lane, hot mix asphalt cold milling and resurfacing, subbase, aggregate base, curb and gutter, drainage improvements, and ADA sidewalk ramps on John Beers Road from east of Cleveland Avenue to Washington Avenue, Berrien County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Northern Construction Services, Co.</b>	<b>\$ 260,246.25</b>	<b>Same</b>	<b>1 **</b>
Langlois & Sons Excavating, Inc.	\$ 276,750.27	Same	2
Hoffman Bros., Inc.	\$ 277,563.38	Same	3
Peters Construction Co.	\$ 281,729.04	Same	4
Kamminga & Roodvoets, Inc.	\$ 284,924.75	Same	5
Kalin Construction Co., Inc.	\$ 291,554.39	Same	6
Nashville Construction Company	\$ 300,607.54	Same	7
Milbocker and Sons, Inc.	\$ 307,344.15	Same	8
Brenner Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			
Michigan Paving and Materials Comp			

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:**

108586A

Berrien 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:** 49127.

189.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008036	\$ 1,119,534.20	\$ 1,053,605.16
	PROJECT STU 82457-110165		
	LOCAL AGRMT. 10-5505		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 60 working days		-5.89 %

0.99 mi of hot mix asphalt cold milling and resurfacing, concrete sidewalk ramps, and pavement markings on West Jefferson Avenue (Biddle Avenue) from Eureka Road to North Line Road in the city of Wyandotte, Wayne County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cadillac Asphalt, L.L.C.</b>	<b>\$ 1,053,605.16</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 1,098,953.68	Same	2
Barrett Paving Materials Inc.	\$ 1,159,705.72	Same	3
ABC Paving 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 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:**

110165A

Wayne County	19.25 %
Federal Highway Administration Funds	80.75 %

**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:** 48146.



**Purpose/Business Case:** This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

**Funding Source:**

109995A	
Ottawa County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 49428.

191.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008038	\$ 79,488.00	\$ 64,038.17
	PROJECT CMG 61400-109578		
	LOCAL AGRMT. 10-5541		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2010		-19.44 %

1.10 mi of traffic and pedestrian signal upgrades, permanent signing, and ADA sidewalk ramp improvements on Whitehall Road at Giles Road, Muskegon County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Strain Electric Company</b>	\$ 64,038.17	Same	1 **
J. Ranck Electric, Inc.	\$ 71,183.31	Same	2
Delta Electrical Contractors	\$ 71,723.61	Same	3
D V T Electric, Inc	\$ 74,134.00	Same	4
Severance Electric Co., Inc.	\$ 75,011.94	Same	5
Rauhorn Electric, Inc.	\$ 76,415.74	Same	6
Martell Electric, LLC	\$ 76,451.75	Same	7
Windemuller Electric, Inc.	\$ 76,996.05	Same	8
Allstate Electric, Inc.	\$ 80,787.45	Same	9
J.R. Howell; Airport Lighting, LLC	\$ 83,317.83	Same	10
InfraSource Underground Construct.	\$ 106,697.37	Same	11
Metropolitan Power and Lighting Inc.			

11 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

**Funding Source:**

109578A

Federal Highway Administration Funds 100 %

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

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

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

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 49445.

192. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008039  
 PROJECT STUL 73404-107599  
 LOCAL AGRMT. 10-5561  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 31, 2011

ENG. EST.                      LOW BID  
 \$ 1,030,155.60      \$ 1,036,251.29

% OVER/UNDER EST.  
 0.59 %

0.65 mi of hot mix asphalt reconstruction, concrete curb, gutter, sidewalk, and ADA ramps, and storm sewer on Shattuck Road from Michigan Road to Carrollton Road, Saginaw County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Geiersbach Construction, Inc.</b>	<b>\$ 1,036,251.29</b>	<b>Same</b>	<b>1 **</b>
Kalin Construction Co., Inc.	\$ 1,043,789.38	Same	2
Rohde Bros. Excavating, Inc.	\$ 1,055,606.00	Same	3
Wooten Contracting Co.	\$ 1,097,636.05	Same	4
L.J. Construction, Inc.	\$ 1,109,456.94	Same	5
Fisher Contracting Company	\$ 1,125,632.61	Same	6
Lee Wood Contracting, Inc.	\$ 1,134,904.30	Same	7
Zito Construction	\$ 1,159,665.74	Same	8
Dan's Excavating, Inc.	\$ 1,180,567.52	Same	9
Champagne and Marx Excavating, Inc.	\$ 1,315,852.63	Same	10
Saginaw Asphalt Paving Co.			
Lois Kay Contracting Co.			
CRS/Shaw Contracting Co.			
M & M Excavating Company			

10 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

107599A

Saginaw County 18.15 %  
Federal Highway Administration Funds 81.85 %

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

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

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

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48604.

193.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008040	\$ 346,495.13	\$ 260,574.83
	PROJECT STH 61609-108642, ETC		
	LOCAL AGRMT. 10-5556		% OVER/UNDER EST.
	START DATE - SEPTEMBER 08, 2010		
	COMPLETION DATE - OCTOBER 30, 2010		-24.80 %

0.14 mi of additional turn lane construction and intersection widening including hot mix asphalt paving, storm sewer, concrete sidewalk ramps, curb, and gutter, and pavement markings on Sternberg Road at Grand Haven Road and on Harvey Street at Sternberg Road in the city of Norton Shores, Muskegon County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kamminga &amp; Roodvoets, Inc.</b>	<b>\$ 260,574.83</b>	<b>Same</b>	<b>1 **</b>
Nashville Construction Company	\$ 277,406.36	Same	2
Brenner Excavating, Inc.	\$ 279,513.63	Same	3
Al's Excavating, Inc.	\$ 279,758.35	Same	4
Jack Dykstra Excavating, Inc.	\$ 280,338.60	Same	5
McCormick Sand, Inc.	\$ 281,179.65	Same	6
C & D Hughes, Inc.	\$ 287,194.43	Same	7
Nagel Construction, Inc.	\$ 287,450.40	Same	8
Dykema Excavators, Inc.	\$ 292,727.25	Same	9
Schippers Excavating, Inc.	\$ 296,761.10	Same	10
Weick Bros., Inc.	\$ 300,146.90	Same	11
Milbocker and Sons, Inc.	\$ 340,858.40	Same	12
Jackson-Merkey Contractors, Inc.			
Diversco Construction Company, Inc.			
Hallack Contracting, Inc.			
Connan, Inc.			
Wadel Stabilization, Inc.			
Oetman Excavating, LLC			
Dean's Landscaping & Excavating			

12 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for 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:**

108642A		
	Federal Highway Administration Funds	80.00 %
	City of Norton Shores	20.00 %
108643A		
	Federal Highway Administration Funds	80.00 %
	City of Norton Shores	20.00 %

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

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 49444.





**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:**

106918A	
Clare County	40.00 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	60.00 %
89693A	
Clare County	20.00 %
Federal Highway Administration Funds	40.00 %
State Restricted Trunkline Funds	40.00 %

**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 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:** 48633.

196.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008054	\$ 626,637.00	\$ 480,394.35
	PROJECT STU 41081-110891		
	LOCAL AGRMT. 10-5565		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 27, 2011		-23.34 %

1.87 mi of hot mix asphalt base crushing, shaping, and resurfacing, guardrail, and pavement markings on Lincoln Lake Avenue from 3 Mile Road northerly to 5 Mile Road, Kent County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	\$ 480,394.35	Same	1 **
Michigan Paving and Materials Comp	\$ 528,836.05	Same	2

2 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

110891A	
Kent County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49331.

197.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008055	\$ 261,015.00	\$ 206,390.44
	PROJECT STU 19400-100178, ETC		
	LOCAL AGRMT. 10-5564		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2010		-20.93 %

1.50 mi of hot mix asphalt resurfacing and shoulders, and pavement markings on State Road from US-127BR easterly to Wood Road and from Eskes Street easterly to Wood Road, Clinton County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 206,390.44	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 225,199.71	Same	2

2 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

100178A	
Clinton County	18.15 %
Federal Highway Administration Funds	81.85 %
110025A	
Clinton County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48906.

198. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008056  
 PROJECT STE 73404-105329  
 LOCAL AGRMT. 10-5563  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 26, 2011

ENG. EST.                      LOW BID  
 \$ 1,014,667.50            \$    688,618.40

% OVER/UNDER EST.  
 -32.13 %

0.34 mi of pedestrian structure construction, hot mix asphalt pathway paving, and grading on Center Road from Stroebel Road northerly to south of West Michigan Avenue, Saginaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Anlaan Corporation</b>	<b>\$ 688,618.40</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 707,875.83	Same	2
Hardman Construction, Inc.	\$ 716,481.80	Same	3
C. A. Hull Co., Inc.	\$ 833,990.50	Same	4
J. Slagter & Son Construction Co.			
Walter Toebe Construction Company			
Milbocker and Sons, Inc.			
E.T. MacKenzie Company			
J. E. Kloote Contracting, Inc.			
Fisher 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 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:**

105329A	
Saginaw County	20.12 %
Federal Highway Administration Funds	79.88 %
(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.



**Funding Source:**

78902A		
Iron County	20.00	%
Federal Highway Administration Funds	25.00	%
State Restricted Trunkline Funds	55.00	%
89616A		
Iron County	20.00	%
Federal Highway Administration Funds	27.00	%
State Restricted Trunkline Funds	53.00	%

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49935.

200.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008060	\$ 1,481,570.25	\$ 1,267,127.91
	PROJECT STU 50458-104527		
	LOCAL AGRMT. 10-5540		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 26, 2010		-14.47 %

0.72 mi of concrete reconstruction, storm sewer, concrete sidewalk and ADA Ramps, and earthwork on North Avenue from southbound Gratiot Avenue (M-3) to Elizabeth Avenue in the city of Mt. Clemens, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>D.L.F., Inc.</b>	<b>\$ 1,267,127.91</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company	\$ 1,308,243.78	Same	2
Dan's Excavating, Inc.	\$ 1,417,894.45	Same	3
Tony Angelo Cement Construction Co.	\$ 1,421,928.78	Same	4
Major Cement Co.	\$ 1,499,749.12	Same	5
Angelo Iafrate Construction Company	\$ 1,522,501.58	Same	6
San Marino Excavating, Inc.	\$ 1,722,628.24	Same	7
Ajax Paving Industries, Inc.	\$ 1,773,406.77	Same	8
Walter Toebe Construction Company			
V.I.L. Construction, Inc.			

8 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the 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:**

104527A

Federal Highway Administration Funds	81.85 %
City of Mt. Clemens	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:** 48043.

201.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008061	\$ 503,095.00	\$ 378,272.60
	PROJECT STU 41401-110892		
	LOCAL AGRMT. 10-5580		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 27, 2011		-24.81 %

0.56 mi of hot mix asphalt resurfacing including cold milling, sidewalk, guardrail, and pavement markings on 17 Mile Road from the US-131 ramps easterly to West Street, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	\$ 378,272.60	Same	1 **
Michigan Paving and Materials Comp	\$ 414,999.00	Same	2

2 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

110892A

Kent County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49319.

202.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008062	\$ 1,339,749.50	\$ 1,265,484.75
	PROJECT STU 25402-109304		
	LOCAL AGRMT. 10-5558		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 29, 2011		-5.54 %

2.10 mi of hot mix asphalt cold milling and resurfacing, trenching, ditching, aggregate shoulder, pavement joint and crack repairs, storm sewer, concrete curb and gutter, tree removal, guardrail, and earthwork on Silver Lake Road from McCaslin Lake Road to Lobdell Road, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ace Asphalt &amp; Paving Company</b>	<b>\$ 1,265,484.75</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, L.L.C.	\$ 1,301,335.65	Same	2
Ajax Paving Industries, Inc.	\$ 1,456,882.15	Same	3
Barrett Paving Materials Inc.	\$ 1,533,330.76	Same	4
Nashville Construction Company	\$ 1,705,379.26	Same	5
Angelo Iafrate Construction Company			

5 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

109304A

Genesee County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48451.

203. LETTING OF AUGUST 06, 2010  
 PROPOSAL 1008074  
 PROJECT EDCF 63544-75423  
 LOCAL AGRMT. 10-5566  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 15, 2012

ENG. EST.                      LOW BID  
 \$ 13,992,407.62    \$ 11,565,414.90

% OVER/UNDER EST.  
 -17.35 %

0.98 mi of road reconstruction including concrete pavement, sidewalk, curb, and gutter, storm sewer, sanitary sewer, traffic signal upgrades, and construction of a pre-stressed concrete I-beam bridge with mechanically stabilized earth walls over the CSX railroad and Middle Rouge River and on Novi Road from 10 Mile Road northerly to Grand River Avenue in the city of Novi, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 11,565,414.90</b>	<b>Same</b>	<b>1 **</b>
Angelo Iafrate Construction Company	\$ 12,463,220.73	Same	2
Posen Construction, Inc.	\$ 12,540,431.12	Same	3
C. A. Hull Co., Inc.	\$ 12,844,207.00	Same	4
Zito Construction	\$ 13,280,218.79	Same	5
Walter Toebe Construction Company	\$ 13,329,386.63	Same	6
Anlaan Corporation	\$ 14,137,874.45	Same	7
Davis Construction, Inc.			
Ajax Paving Industries, Inc.			
E. C. Korneffel Co.			
V.I.L. Construction, Inc.			
J. Slagter & Son Construction Co.			

7 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

75423A

Oakland County	20.95 %
Federal Highway Administration Funds	79.05 %

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

**Risk Assessment:** 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 construction with new lanes.

**Selection:** Low bid.

**Zip Code:** 48375.

204.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008075	\$ 2,732,907.70	\$ 2,388,683.07
	PROJECT STU 82457-110746		
	LOCAL AGRMT. 10-5515		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 50 working days		-12.60 %

2.61 mi of hot mix asphalt resurfacing, storm sewer, cold milling, concrete sidewalk ramps, hot mix asphalt paving, and pavement markings on Beck Road from Powell Road to M-14 and on North Territorial Road from Beck Road to Sheldon Road, Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 2,388,683.07</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, L.L.C.	\$ 2,692,415.42	Same	2
Barrett Paving Materials Inc.	\$ 2,758,623.03	Same	3
Angelo Iafrate Construction 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 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:**

110746A	
Wayne County	18.24 %
Federal Highway Administration Funds	81.76 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48170.

205.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008076	\$ 2,143,000.00	\$ 2,353,106.40
	PROJECT STU 25402-109287		
	LOCAL AGRMT. 10-5559		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - SEPTEMBER 30, 2011		9.80 %

1.04 mi of pavement removal, hot mix asphalt cold milling and resurfacing, concrete pavement, repairs, sidewalk, and ADA ramps, storm sewer, watermain, and earthwork on Martin Luther King Avenue from Pierson Road to Carpenter Road in the city of Flint, Genesee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Zito Construction</b>	<b>\$ 2,353,166.40</b>	<b>\$ 2,353,106.40</b>	<b>1 **</b>
Pamar Enterprises, Inc.	\$ 2,433,467.90	Same	2
DiPonio Contracting, Inc.	\$ 2,484,340.20	Same	3
D.L.F., Inc.	\$ 2,559,674.35	Same	4
Florence Cement Company	\$ 2,683,817.10	Same	5
Major Cement Co.	\$ 2,777,385.23	Same	6
Dan's Excavating, Inc.	\$ 2,795,673.13	Same	7
Nashville Construction Company	\$ 2,979,581.45	Same	8
Angelo Iafrate Construction Company	\$ 2,983,254.50	Same	9
Cadillac Asphalt, L.L.C.			
C & D Hughes, Inc.			
Milbocker and Sons, Inc.			
Tony Angelo Cement Construction Co.			

9 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the 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:**

109287A

Federal Highway Administration Funds	54.82 %
City of Flint	45.18 %

**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:** 48505.





**Funding Source:**

108435A

Monroe County 20.00 %  
Federal Highway Administration Funds 80.00 %

(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:** 48045.

208.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008084	\$ 368,811.75	\$ 346,513.61
	PROJECT HPSL 58416-110741		
	LOCAL AGRMT. 10-5581		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2011		-6.05 %

0.28 mi of concrete pavement intersection reconstruction, hot mix asphalt pathway, concrete sidewalk, traffic signals, pavement markings, and storm sewer on Elm Street from Dixie Highway easterly to west of Detroit Avenue in the city of Monroe, Monroe County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	\$ 346,513.61	Same	1 **
Major Cement Co.	\$ 379,381.55	Same	2
Eastlund Concrete Construction, In	\$ 398,222.86	Same	3
Florence Cement Company	\$ 408,917.13	Same	4
Tony Angelo Cement Construction Co	\$ 448,333.86	Same	5
ABC Paving Company			
Cadillac Asphalt, L.L.C.			

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 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:**

110741A

Federal Highway Administration Funds	80.00 %
City of Monroe	20.00 %

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

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

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

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48162.

209.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008086	\$ 212,294.75	\$ 213,321.42
	PROJECT STH 50609-108634		
	LOCAL AGRMT. 10-5533		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 15, 2011		0.48 %

0.30 mi of addition of right turn lane including earth excavation, curb and gutter removal, aggregate base, concrete pavement, curb, and gutter, drainage improvements, and safety item upgrades on 15 Mile Road at Schoenherr Road in the city of Sterling Heights, Macomb County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Major Cement Co.</b>	\$ 213,321.42	Same	1 **
Di Lisio Contracting, Inc.	\$ 216,901.07	Same	2
Florence Cement Company	\$ 229,167.06	Same	3
Dan's Excavating, Inc.	\$ 251,332.79	Same	4
Tony Angelo Cement Construction Co.	\$ 320,764.57	Same	5
Angelo Iafrate Construction Company			
Audia Concrete Construction, Inc.			

5 Bidders

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

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

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

108634A

Federal Highway Administration Funds	79.60 %
City of Sterling Heights	20.40 %

**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:** 48312.



**Cost Reduction:** Demolishing the improvements at this time will eliminate ongoing maintenance cost and eliminate local and county code violations.  
**Selection:** Low Bid.  
**New Project Identification:** Demolition.  
**Zip Code:** 48879.

**POST-AWARD REPORTING**

**BID LETTING**

**LOCAL PROJECT**

211.	LETTING OF APRIL 02, 2010	ENG. EST.	LOW BID
	PROPOSAL 1004058	\$ 530,230.90	\$ 485,277.31
	PROJECT ARL 62123-106337		
	LOCAL AGRMT. 10-5132		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 30, 2010		-8.48 %

1.99 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate shoulders, pavement marking, and slope restoration on Alger Avenue from Moore Street northerly to 128th Street, Newaygo County.

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

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving and Materials Comp</b>	<b>\$ 485,277.31</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 494,387.93	Same	2
D. J. McQuestion & Sons, Inc.			

2 Bidders

**EXTRA**

212. **Extra 2010 -107**

Control Section/Job Number: 33403-103232 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Mead Bros. Excavating Inc.  
129 Mechanic Street  
Springport MI 49284

Designed By: City of Lansing  
Engineer's Estimate: \$ 1,363,862.50

Description of Project:

0.99 mi of hot mix asphalt road reconstruction, concrete curb and gutter, storm sewer, watermain, decorative brick paving, concrete sidewalk, landscaping, and amenities on Grand Avenue from Ottawa Street to Shiawassee Street and from St. Joseph Street to Shiawassee Street in the city of Lansing, Ingham County.

Administrative Board Approval Date:	June 16, 2009	
Contract Date:	July 15, 2009	
Original Contract Amount:	\$1,118,901.10	
Total of Overruns/Changes (Approved to Date):	58,402.09	+ 5.22%
Total of Extras/Adjustments (Approved to Date):	27,773.85	+ 2.48%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
<b>THIS REQUEST</b>	<b><u>54,766.00</u></b>	<b><u>+ 4.89%</u></b>
<b>Revised Total</b>	<b><u>\$1,259,843.04</u></b>	<b>+ 12.59%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.70% over the original budget for an **Authorized to Date Amount** of \$1,205,077.04

Approval of this extra will place the authorized status of the contract 12.59% or \$140,941.94 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

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

**CM 4**

Aggregate Base, 6", Special	635.00 Syd @ \$4.34/Syd	\$2,755.90
Pavement Removal, Special	635.00 Syd @ \$5.78/Syd	3,670.30
Sawcutting -Special	80.00 Ft @ \$5.25/Ft	420.00
Subbase, CIP, Special	70.00 Cyd @ \$12.60/Cyd	882.00
Curb and Gutter, Conc, Det F3	18.00 Ft @ \$21.00/Ft	378.00
Driveway, Reinf Conc, 8 inch Special	635.00 Syd @ \$73.48/Syd	<u>46,659.80</u>
<b>Total</b>		<b><u>\$54,766.00</u></b>

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

**CM 4**

The above noted extra items of work are for the removal and reconstruction of the existing hot mix asphalt/concrete drive at the Lansing Fire Station #41, at the southwest corner of Grand Avenue and Shiawassee Street. The work operations consisted of sawcutting the limits of removal (Sawcutting - Special), removing the pavement (Pavement Removal, Special), and replacement and grading of the underlying base material (Subbase, CIP, Special and Aggregate Base, 6", Special). The driving surface is reinforced concrete (Driveway, Reinf Conc, 8 inch Special) and the edges delineated with curb and gutter (Curb and Gutter, Conc, Det F3). All of the items were constructed in an expedited manner while the fire station was temporary relocated. The extra cost for the above noted items of work was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and with similar items in the contract. These items of work are non-participating and 100 percent local funded by the City of Lansing.

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

This Extra is recommended for approval by the State Administrative Board on August 17, 2010.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

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

**Funding Source:**

103232A: FHWA, 68.69 %; City of Lansing 31.31 %, unless otherwise noted.

103418A: FHWA, 23.40 %; (Transportation Enhancement Funds) City of Lansing, 76.60 %.

**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:** 48933.

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*  
*August 10, 2010*

Kirk T. Steudle  
Director

-----

Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of August 11, 2010. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting of August 11, 2010, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. DeBano moved to adjourn the meeting. The motion was supported by Mr. Hank and unanimously approved. Mr. Liedel adjourned the meeting.

---

SECRETARY

---

CHAIRPERSON