

APPROVED

December 7, 2010

Michigan State
Administrative Board

Lansing, Michigan

November 16, 2010

A regular meeting of the State Administrative Board was held in the Lake Huron Room, 2nd Floor, Michigan Library and Historical Center, on Tuesday, November 16, 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
Demetrius Parker, Administrator, Contract Services Division, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

James Burris, Janet Rouse, Sergio Paneque, Department of Technology, Management and Budget; Jean Ingersoll, Department of Transportation; John Walter, Michigan Strategic Fund

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 special meeting of November 3, 2010, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

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

NONE

4. COMMUNICATIONS:

The Board received the 2010 Fourth Quarter Report of the Chief Compliance Officer.

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

NORTHERN MICHIGAN UNIVERSITY,
Department of Health, Physical Education and Recreation, 11/16/2010
Department of Human Resources, Office of Equal Opportunity, 11/16/2010

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

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

APPROVED

November 16, 2010

November 16, 2010 No. 3

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 November 9, 2010. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Kleine

Approved

Mary G. MacDowell

Member: Katelyn Carey, representing
Lt. Governor Cherry

Approved

Katelyn A. Carey

Member: Steven Liedel, representing
Governor Granholm

Approved

Steven Liedel

Others: Socorro Guerrero, Department of Attorney General; Sherry Bond,
James Burris, Cindy Collins, Janet Rouse, Department of Technology,
Management and Budget

The Building Committee regular agenda and Recovery Act Funds agenda
were presented.

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

Ms. MacDowell adjourned the meeting.

AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

November 9, 2010 – Building Committee – 11:00 A.M. Lake Erie Room 1st Floor
November 16, 2010 – State Administrative Board - 11:00 A.M. Lake Huron Room 2nd Floor
Michigan Library and Historical Center

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

REVISIONS TO CONSTRUCTION CONTRACTS

1. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, LANSING
– Lewis Cass Building – Lobby, 1st, and 2nd Floor Renovations – Roof Snow Melt System
File No. 071/06080.JRC - Index No. 44101
HBC Contracting, Lansing; CCO No. 15, Incr. \$39,295.00

Purpose/Business Case

The purpose of this change order is to modify the existing roof snow melt system along the roof cornice at the north side of the building by installing additional heating loops to the system, changing existing underlayment materials, and providing additional drip edge and snow guards. These changes will enhance safety by reducing the potential for snow and ice build-up falling onto pedestrian areas below.

Benefit

The State will benefit by further eliminating this hazard.

Funding Source

100% Building Occupancy Funds

Commitment

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

Risk Assessment

Failure to approve this change order will result in a continued safety hazard.

Zip Code:

48933

2. DEPARTMENT OF CORRECTIONS, YPSILANTI – Women's Huron Valley Correctional Facility – Food Service Additions and Renovations
File No. 472/04262.EEW - Index No. 00273
E.L. Bailey & Company, Southfield; CCO No. 9, Incr. \$234,942.84

Purpose/Business Case

The purpose of this Unilateral Change Order is to revise the route of the electrical duct bank from its original location easterly to the substation in the Warehouse/MSI Dental

(11/9/10 - 12:00 - FINAL)

Lab. The work includes modification to the security perimeter, new electrical switchgear, repair of disturbed pavement and lawn areas, and the addition of eight weeks to the contract time. The originally designed system could not be installed, due to State Electrical Code issues that would cause the facility to shut down power to four other buildings, if an electrical issue arose in the new Food Service Building.

Benefit

The State will benefit by providing a secure, safe, and sustainable high voltage electrical source for the new Food Service Building

Funding Source

100% State Building Authority Funds

Commitment

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

Risk Assessment

Failure to approve this change order will result in DOC not being able to utilize the new Food Service Building.

Zip Code

48075

3. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT,
CHEBOYGAN AND MONTMORENCY COUNTIES - Former Cook Corporation,
Lowell Street, Joey's Service, Wyson's General Store - O&M, Free Product
Recovery & Monitoring, Groundwater Sampling & Reporting
File No. 761/06210.RRD - Index No. 44351
Trimedia Consultants, Marquette; CCO No. 9, Incr., \$500,000.00

Purpose/Business Case

The purpose of this change order is to continue to provide two additional years of operation and maintenance (O&M) of the treatment systems at three sites: Former Cook Corp., Cheboygan; Lowell Street, Hillman; Joey's Service, Atlanta; and Wyson's General Store, Atlanta. These sites are contaminated and require continued cleanup activities to comply with environmental regulations. It is anticipated the systems will continue to operate until the sites are cleaned up.

Benefit

The State will benefit by remediating contaminated sites and controlling the spread of groundwater contamination from these sites.

Funding Source

100% Refined Petroleum Fund

Commitment

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

Risk Assessment

Failure to approve this change order will result in leaving the contaminated materials on these sites, posing substantial threat to public health and the environment.

(11/9/10 - 12:00 - FINAL)

Zip Code

Various

LEASE FOR PRIVATE PROPERTY

4. DEPARTMENT OF TREASURY, BUREAU OF LOTTERY, LIVONIA - New Lease No. 11532 with Sheldon Center, L.L.C., a Michigan Limited Liability Company, 24255 West 13 Mile Road, Suite 220, Bingham Farms, Michigan 48025, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Treasury, Bureau of Lottery, as Lessee, for 5,690 square feet of office and warehouse space located at 33231 Plymouth Road, Livonia, Michigan 48150. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning December 1, 2010, or upon substantial completion, is \$11.18 (\$5,300.00 per month) with the first six months free rent. This is a full service Lease. This Lease contains two 5-year renewal options with an annual per square foot rental rate of \$12.65 (\$6,000.00 per month) and \$13.71 (\$6,500 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 is a Lottery Regional Office that serves as a Lottery prize claim center and a regional office for field staff. The current location is too small and cannot accommodate an expansion. The building has also started to deteriorate. A new location that is easily accessible for Lottery prize winners is essential.

Benefit

A new centrally located office that is easily accessible for both Lottery prize winners and staff. Six months of free rent is provided and valued at \$31,800.00.

Funding Source

100% Lottery Restricted 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 would possibly decrease the amount of traffic for the Lottery as well as ticket sales.

Zip Code

48150

MPSCS CO-LOCATION LICENSE AGREEMENT

5. Department of Technology, Management and Budget (DTMB), for the Michigan Public Safety Communications System under authority of the Management and Budget Act, 1984 PA 431, MCL 18.1221, grants a non-proprietary, non-exclusive, revocable, co-location license (License) to the Charter Township of Kalamazoo

(11/9/10 - 12:00 - FINAL)

(Licensee), for the installation, operation, and maintenance of Licensee owned telecommunications equipment on MPSCS Tower Site 5104, located in Kalamazoo County, Michigan, in accordance with the terms of the MPSCS Co-location License Agreement between the parties.

Purpose

To facilitate the integration of the Licensee's communications Subsystem into the MPSCS, for the benefit of the users of both systems.

Benefit

The MPSCS and MPSCS members will benefit from enhanced communications in the Licensee's coverage area.

Funding Source

Not Applicable

Commitment Level

Not Applicable

Risk Assessment

Non-approval of this License will prevent seamless integration between the MPSCS and Licensee's communications systems.

Zip Code

49097

CONTRACT CHANGE ORDER

6. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, DETROIT - CCO No. 57 for Lease No. 10785 approved by the State Administrative Board on December 21, 1999, between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Technology, Management and Budget, as Lessee. This CCO provides for installation of a counter top and painting, as requested by the Department of Technology, Management and Budget at a cost not-to-exceed \$4,346.10. The space is located at 3044 W. Grand Blvd, Detroit, MI 48202

Purpose/Business Case

The purpose of this CCO is to increase security at the Lottery office by installing a wider customer service counter and to upgrade the Lottery customer service area by painting the retail suite located at the Cadillac Place Building.

Benefit

This CCO allows for increased security of State personnel and guests and provides for upgrades to the Lottery customer service retail area.

Source of Funds

100% Lottery Funds

Commitment Level

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

(11/9/10 - 12:00 - FINAL)

Risk Assessment

Non-approval of this CCO will hinder the Department from providing increased security for State personnel and guests visiting the Cadillac Place building and upgrading the Lottery retail suite.

Zip Code

48202

7. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, DETROIT - CCO No. 58 for Lease No. 10785 approved by the State Administrative Board on December 21, 1999, between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Technology, Management and Budget, as Lessee. This CCO provides for installation of four new electrical feeds, as requested by the Department of Technology, Management and Budget at a cost not-to-exceed \$21,875.00. The space is located at 3044 W. Grand Blvd, Detroit, MI 48202

Purpose/Business Case

The purpose of this CCO is to add four new electrical feeds to emergency electrical panels in the 15 floor server room which will provide emergency back-up power to the Judicial server room at the Cadillac Place Building.

Benefit

This CCO allows for the addition of four new electrical feeds to emergency electrical panels in the 15 floor server room which will provide emergency back-up power to the Judicial server room at the Cadillac Place Building.

Source of Funds

100% Judicial General Fund

Commitment Level

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

Risk Assessment

Non-approval of this CCO will hinder the Department from providing emergency back-up power to the Judicial server room at the Cadillac Place Building.

Zip Code

48202

8. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, DETROIT - CCO No. 59 for Lease No. 10785 approved by the State Administrative Board on December 21, 1999, between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Technology, Management and Budget, as Lessee. This CCO provides for installation of four new electrical receptacles, as requested by the Department of Technology, Management and Budget at a cost not-to-exceed \$4,400.00. The space is located at 3044 W. Grand Blvd, Detroit, MI 48202

(11/9/10 - 12:00 - FINAL)

Purpose/Business Case

The purpose of this CCO is to add four new electrical receptacles to four work stations to power new printer/copier machines on the sixth floor of the Cadillac Place Building.

Benefit

This CCO allows for the addition of four new electrical receptacles to four work stations to power new printer/copier machines on the sixth floor of the Cadillac Place Building.

Source of Funds

100% Federal DDS Funds

Commitment Level

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

Risk Assessment

Non-approval of this CCO will hinder the Department from providing electrical power to four new printer/copiers at the Cadillac Place Building and will prevent the agency from providing more efficient service to their customers.

Zip Code

48202

RECOVERY ACT FUNDS AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

November 9, 2010 / November 16, 2010

11:00 A.M. Lake Erie Room 1st Floor / 11:00 A.M. Lake Huron Room 2nd Floor
Michigan Library and Historical Center / Michigan Library and Historical Center

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REVISIONS TO CONSTRUCTION CONTRACTS

1. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, CLINTON TWP – Montgomery Ward Site – Excavation and Dewatering Of Petroleum Contaminated Materials
File No. 761/10015.SAR - Index No. 44701
Terra Contracting, LLC, Kalamazoo; CCO No. 1, Inc., \$582,484.00

Purpose/Business Case

The purpose of this change order is to adjust the contract quantities to match the actual site measured quantities. The change is a result of unknown subsurface conditions.

Benefit

The State will benefit by removing the source of contamination and abating the environmental health hazard to protect the public health and the environment.

Funding Source

100% Federal ARRA Funds

Commitment

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

Risk Assessment

Failure to approve this change order will result in leaving contaminated soil and groundwater on site that may pose substantial threat to public health and the environment, therefore violating environmental regulations.

Zip Code

48035

Ms. MacDowell presented the Building Committee Report for the regular meeting of November 9, 2010. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of November 9, 2010, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

Michigan State
Administrative Board

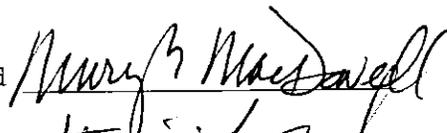
**COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD**

The Honorable 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 November 9, 2010. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Kleine

Approved



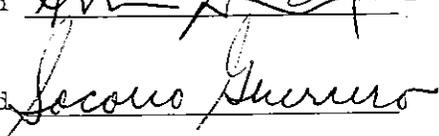
Member: Steven Liedel, representing
Governor Granholm

Approved



Member: Socorro Guerrero, representing
Attorney General Cox

Approved



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

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

Following discussion, Ms. Guerrero moved that the regular agenda and
Recovery Act Funds agenda be recommended to the State Administrative
Board for approval with the following:

1. Item 17(4) of the regular agenda contingent upon any
unresolved protests being resolved prior to the State
Administrative Board meeting on November 16, 2010; and
2. Item 3a(1) of the Recovery Act Funds agenda withdrawn.

The motion was supported by Mr. Liedel and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

11/9/2010 12:00 version

FINANCE AND CLAIMS COMMITTEE

November 9, 2010, 11:00 a.m.
Lake Erie Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

November 16, 2010, 11:00 a.m.
Lake Huron Room
2nd Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1. DEPARTMENT OF ATTORNEY GENERAL

1)	Berman DeValerio San Francisco, CA	\$ 0.00 Total Legal Services - Special Assistant Attorney General Contingent Fee Contract for representation in connection with the State of Michigan Retirement System's past purchase of Countrywide Financial Corporation securities
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2. DEPARTMENT OF COMMUNITY HEALTH

1)	Vision Institute of Michigan Sterling Heights, MI	\$ 97,743.00 Total FY11 100% General Fund Eleven-month agreement to provide funding for ophthalmology and optician services for patients at the Walter P. Reuther Psychiatric Hospital
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3. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Fraser Trebilcock Davis & Dunlap
Lansing, MI NOT TO EXCEED
\$ 50,000.00 Total
FY11 100% Restricted Fund
Insurance Bureau Fund
Special Assistant Attorney
General Independent legal
services to represent OFIR in
the Ingham County Circuit Court
Case AG v BCBSM,
Case 10-1108-CZ
- 2) Fred M. Mester
Birmingham, MI NOT TO EXCEED
\$ 100,000.00 Total
FY11 100% Restricted Fund
Insurance Bureau Fund
Independent Hearing Officer
services needed relative to the
three BCBSM rate filings
- 3) 2011 OFIR Independent Review
Organizations
(Listing on file) NOT TO EXCEED
\$ 150,000.00 Total
FY11 100% Restricted Funds
Insurance Bureau Fund
For Independent Review
Organizations (IRO) to conduct
external, impartial clinical
peer reviews of health care
coverage adverse determinations

4. DEPARTMENT OF HUMAN SERVICES

- 1) Baraga County Shelter
Home, Inc.
L'Anse, MI NOT TO EXCEED
\$ 42,523.00 Total
FY11-13 100% Federal Fund
Two-year, 10-month contract for
Parent Aide Maintenance
Services in Baraga County

4. DEPARTMENT OF HUMAN SERVICES continued

- 2) Patricia Oisten
Allegan, MI NOT TO EXCEED
\$ 45,331.00 Total
FY11-13 100% Federal Fund
Two-year, 10-month contract for
Parent Aide Services in Allegan
County
- 3) Oasis Family Resource Center
Cadillac, MI NOT TO EXCEED
\$ 120,000.00 Total
FY11-13 100% Federal Fund
Two-year, 10-month, 15-day
contract for In-Home Parent
Education in Wexford County
- 4) Love Inc., of Manistee
Manistee, MI NOT TO EXCEED
\$ 129,600.00 Total
FY11-13 100% Federal Fund
Two-year, 10-month, 2-week
contract for Parent Education
and Support Service (Group-
based) in Manistee County

5. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

- 1) Therapy Management, Inc.
Bay City, MI NOT TO EXCEED
\$ 936,000.00 Total
FY11-14 33% Federal Fund
34% General Fund
33% Revolving Fund
Member Assessments
Physical and Occupational
Therapy Services, Grand Rapids
Home for Veterans

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

6. DEPARTMENT OF CORRECTIONS

- 1) Parish Manufacturing, Inc. \$ 60,000.00 Amendment
Indianapolis, IN \$ 346,280.00 New Total
FY12 100% Revolving Fund
Correctional Industries Revolving Fund
Additional funding to exercise
one option year and continue
purchasing plastic milk bags
- 2) Catholic Charities of West \$ 456,000.00 Amendment
Michigan \$ 1,130,500.00 New Total
Ann Arbor, MI **FY11** 100% General Fund
Additional funding to continue
sex offender counseling services

7. DEPARTMENT OF HUMAN SERVICES

- 1) Wayne County SAFE Program \$ 50,258.00 Amendment
Detroit, MI \$ 584,858.00 New Total
FY10-11 100% Federal Fund
Additional funds for a six-
month extension in order to
continue processing Rape Kits
and provide sexual assault
advocates
- 2) Various FR11-Series \$ 609,760.00 Amendment
(Listing on file) \$ 4,555,954.00 New Total
FY11 100% Federal Fund
Additional funds due to
increased need for services to
three counties

9. DEPARTMENT OF HUMAN SERVICES

- 1) The Muskegon Community Health Project
Muskegon, MI \$ 63,694.00 Total
FY11 100% Federal Fund
One-year grant for food assistance
- 2) Michigan State University
East Lansing, MI \$ 300,000.00 Total
FY11-12 100% Federal
One-year grant to design, plan and deliver training to adoptive parents

10. DEPARTMENT OF STATE

- 1) Michigan Association of County Clerks
Ludington, MI NOT TO EXCEED
\$ 50,000.00 Total
FY11 100% Restricted Funds
Notary Education & Training Fund
Grant funds to provide notary education and training for county clerks and their staff

11. DEPARTMENT OF STATE POLICE

- 1) Multiple Agencies
(Listing on file) \$ 930,000.00 Total
FY11 100% Federal Funds
To provide selected agencies with proper equipment and support to collect and submit crash forms electronically to increase the quality, accuracy and speed of data to be processed which determines action taken to reduce crashes in Michigan

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

12. DEPARTMENT OF COMMUNITY HEALTH

- 1) Southeastern Michigan Health Association
Detroit, MI \$ 782,879.00 Amendment
\$ 16,841,498.00 New Total
FY11 71.95% Federal Fund
24.17% Restricted Fund
See Grant Abstract for list of funds
3.88% General Fund
Additional funds for one-year grant agreement to provide various Michigan Department of Community Health projects designed to meet the needs of the Department and Citizens of Michigan
- 2) Neighborhood Service Organization
Detroit, MI \$ 62,724.00 Amendment
\$ 1,418,025.00 New Total
FY11 28.32% Federal Fund
2.15% General Fund
69.53% Restricted Fund
Compulsive Gambling Prevention
Additional funds for one-year grant agreement to provide various Michigan Department of Community Health projects designed to meet the needs of the Department and Citizens of Michigan
- 3) Wayne State University
Detroit, MI \$ 324,457.00 Amendment
\$ 3,600,948.00 New Total
FY11 77.04% Federal Fund
18.36% Restricted Fund
See Grant Abstract for list of funds
1.43% General Fund
3.17% Local Fund
Additional funds for one-year grant agreement to provide various Michigan Department of Community Health projects designed to meet the needs of the Department and Citizens of Michigan

12. DEPARTMENT OF COMMUNITY HEALTH continued

4)	Various Vendors (Listing on File)	\$ 8,350,000.00 Amendment \$ 98,102,374.00 New Total FY11 Various funding Sources Additional funds for one-year grant agreements to provide funding for the Substance Abuse Coordinating Agencies to administer and purchase substance abuse treatment and prevention services for Michigan residents
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13. DEPARTMENT OF HUMAN SERVICES

1)	Cherry Health Services Grand Rapids, MI	\$ 24,500.00 Amendment \$ 94,000.00 New Total FY11-12 100% General Fund Additional funds to continue dental care in emergency/crisis situation
2)	Salvation Army Booth Family Grand Rapids, MI	\$ 34,500.00 Amendment \$ 145,500.00 New Total FY11 100% General Fund Additional funds to continue assistance services in emergency/crisis situation
3)	Various DV-11 Series (Listing on file)	\$ 264,117.00 Amendment \$ 18,757,955.00 New Total FY11-13 100% Federal Fund Additional funding awarded to Bay/Arenac counties and to allow for increased services in Wayne County
4)	Michigan State Bar Foundation Lansing, MI	\$ 150,000.00 Amendment \$ 3,975,000.00 New Total FY11 100% State GF Additional funds and extension to pay for SSI advocacy services rendered and ending in FY11

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

14. DEPARTMENT OF AGRICULTURE

1) Parks Productions, Ltd. \$ 172,560.00 (4 years)
Orion, MI **FY11-14** 100% Restricted Fund
Equine Development Fund
071I0200242 Administration of
the Owners and Breeders Awards
Program

15. DEPARTMENT OF COMMUNITY HEALTH

1) Quest Diagnostics \$ 261,199.50 (3 years)
Auburn Hills, MI **FY11-14** 100% Federal Fund
071I0200217 Biological Specimen
Transport Services

16. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

1) Moore & Associates \$ 161,250.00 (3 years)
Southfield, MI **FY11-13** 100% Federal Fund
071I0200153 Survey of Work
First Recipients

17. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) left blank intentionally

2) Ingenix, Inc. \$ 14,733,584.00 (5 years)
Eden Prairie, MN **FY11-16** 100% Revolving Fund
See bid tab for list of funds
071I0200068 Data Warehouse
Platform, Statewide

17. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- | | | |
|----|--|---|
| 3) | HTA Companies
Dimondale, MI | \$ 1,868,025.00 (3 years)
FY11-13 100% Restricted Fund
<i>Restricted Building Occupancy</i>
071I0200215 Snow Removal
Services |
| | Cadwell Brother Construction
Lansing, MI | \$ 208,192.50 (3 years)
FY11-13 100% Restricted Fund
<i>Restricted Building Occupancy</i>
071I0200215 Snow Removal
Services |
| 4) | American Cleaning Company,
LLC
Macomb Twp., MI | \$ 75,960.00 (4 years)
FY11-14 100% Various by Agency
<i>See Bid Tab for list of funds</i>
071I0200091 Janitorial
Services - University Region |
| | American Veterans Janitorial
Service
Brighton, MI | \$ 128,393.54 (4 years)
FY11-14 100% Various by Agency
<i>See Bid Tab for list of funds</i>
071I0200091 Janitorial
Services - University Region |
| | At your Service Cleaning
Contractors, Inc.
Flint, MI | \$ 156,220.00 (4 years)
FY11-14 100% Various by Agency
<i>See Bid Tab for list of funds</i>
071I0200091 Janitorial
Services - University Region |
| | Hi-Tec Building Services,
Incorporated
Jenison, MI | \$ 236,008.00 (4 years)
FY11-14 100% Various by Agency
<i>See Bid Tab for list of funds</i>
071I0200091 Janitorial
Services - University Region |
| | Peckham, Incorporated
Lansing, MI | \$ 15,772,776.32 (4 years)
FY11-14 100% Various by Agency
<i>See Bid Tab for list of funds</i>
071I0200091 Janitorial
Services - University Region |

17. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

Various RE:START Vendors

Short-term Staff Augmentation
for information technology for
various departments

5) Konzman Consulting
(Michael Konzman)
Holt, MI

NOT TO EXCEED
\$ 178,560.00 (1 year)
FY11 100% Federal Fund
071I0200256 For a Senior
Project Manager to provide the
Department of Education, Office
of Educational Assessment and
Accountability (OEAA), with
technical and project
management expertise related to
activities for the support of
the Statewide Longitudinal Data
System, the Item Bank System
and other projects as needed

18. DEPARTMENT OF TREASURY

1) Abandoned Property
Experts, LLC
Ann Arbor, MI

\$ 1,500,000.00 (3 years)
FY11-13 100% Restricted Fund
Escheats Revenue Fund
071I0200193 State-Initiated
Unclaimed Property Audits

Kelmer Associates, LLC
Glen Mills, PA

\$ 1,500,000.00 (3 years)
FY11-13 100% Restricted Fund
Escheats Revenue Fund
071I0200193 State-Initiated
Unclaimed Property Audits

Tichenor & Associates
Louisville, KY

\$ 1,500,000.00 (3 years)
FY11-13 100% Restricted Fund
Escheats Revenue Fund
071I0200193 State-Initiated
Unclaimed Property Audits

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES19. DEPARTMENT OF CORRECTIONS

1) Michigan Council on Crime and Delinquency
Lansing, MI

\$ 945,085.00	Amendment
\$ 3,157,570.00	New Total
FY11	100% Federal Funds
071B7200335	Additional funding for Capacity Building for Michigan Prisoner Re-Entry Initiative

20. DEPARTMENT OF HUMAN SERVICES and DEPARTMENT OF CORRECTIONS

1) Iron Mountain Records
Records Management
Warren, MI

\$ 890,000.00	Amendment
\$ 4,423,592.00	New Total
FY11-12	33% General Fund
67% Federal Funds	
071B5200098	Additional funding for a one-year option to the contract for Records Storage and Retrieval Services

21. DEPARTMENT OF HUMAN SERVICES and DEPARTMENT OF TREASURY

1) TALX Corporation
St. Louis, MO

\$ 1,018,040.00	Amendment
\$ 2,889,491.80	New Total
FY11-12	100% Various by Agency
	<i>See bid tab for list of funds</i>
071B8200051	Additional funding for an 11-month option to the contract for Employment Verification Services

22. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) Deloitte Consulting LLC
Grand Rapids, MI

\$ 4,103,160.00	Amendment
\$124,102,939.00	New Total
FY11	61.38% Federal Fund
38.62% General Fund	
071B6200149	Additional funds for a 2-month, 28-day option to the contract for Bridges Development and Implementation Services for the Department of Human Services

22. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- 2) HTC Global Services, Inc. \$ 2,925,000.00 Amendment
Troy, MI \$ 10,525,320.00 New Total
FY11 100% Restricted Fund
Fund Title: IDG
071B9200218 Additional funding
for Staff Augmentation
Department of Technology,
Management and Budget, Office
of Retirement Services
- 3) J&B Medical Supply, Co., Inc \$ 2,900,000.00 Amendment
Wixom, MI \$ 8,082,004.51 New Total
FY11-12 100% Various Funds
071B7200163 Additional funding
for a one-year option to the
contract for Medical Supplies,
Statewide
- 4) Peckham Vocational \$ 0.00 Amendment
Industries, Inc. \$ 12,597,405.88 New Total
Lansing, MI 100% Restricted Funds
Restricted Building Occupancy
071B7200304 For a 4-month
extension of the contract for
Janitorial Services at 3
locations
- 5) Pitman \$ 30,000.00 Amendment
Itasca, IL \$ 103,568.59 New Total
FY11 100% Other
Internal Service Fund
071B8200207 Additional funding
for Pre-Press Supplies for
Printing Services
- 6) Pro-Tech Environmental, Inc. \$ 99,950.00 Amendment
Grand Rapids, MI \$ 499,750.00 New Total
FY11 100% Restricted Fund
Restricted Building Occupancy
071B7200005 Additional funding
for a one-year option to the
contract for Hazardous Lead
Clean-Up Services

23. DEPARTMENT OF TRANSPORTATION

- | | | |
|----|---------------------------------|---|
| 1) | Page Litho, Inc.
Detroit, MI | \$ 21,000.00 Amendment
\$ 106,132.34 New Total
FY11 100% Restricted Funds
Aeronautics Fund
071B7200077 Additional funding
for a one-year option to the
contract for Printing of the
Michigan Airport Directory |
|----|---------------------------------|---|

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

24. DEPARTMENT OF CORRECTIONS

Civilian Claims

- | | | |
|----|---------------------|----------|
| 1) | <u>Gearold King</u> | \$398.14 |
|----|---------------------|----------|

The claimant (10-SAB-156) requests \$398.14 reimbursement for damage to his vehicle when debris hit his window while an inmate was mowing the lawn. The Committee recommends approval for this claim.

- | | | |
|----|-----------------------|----------|
| 2) | <u>Michael Newton</u> | \$421.00 |
|----|-----------------------|----------|

The claimant (10-SAB-142) requests \$421.00 reimbursement for damage to his eyeglasses when an inmate assaulted him. The Committee recommends approval of \$357.00 for this claim.

Inmate Claims

- | | | |
|----|------------------------------|----------|
| 3) | <u>Rodney DeCamp #255701</u> | \$ 88.70 |
|----|------------------------------|----------|

The claimant (10-SAB/DOC-439) requests \$88.70 reimbursement for his shoes, tape player and 2 pairs of headphones stolen while under control of the Department. The Committee recommends denial of this claim.

24. DEPARTMENT OF CORRECTIONS continued

- 4) Dennis Franklin #183174 \$168.00

The claimant (10-SAB/DOC-482) requests \$168.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of \$107.48 for this claim.

- 5) Tony Merritt #183633 \$ 25.95

The claimant (10-SAB/DOC-517) requests \$25.95 reimbursement for his gym shoes lost while under control of the Department. The Committee recommends approval of this claim.

- 6) Lisa Meyer #453077 \$ 52.75

The claimant (10-SAB/DOC-407) requests \$52.75 reimbursement for her radio, pens, and yarn. The Committee recommends approval of \$40.96 for this claim.

- 7) Mar'Tell Moore #504291 \$ 26.45

The claimant (10-SAB/DOC-406) requests \$26.45 reimbursement for his gym shoes disposed of by staff. The Committee recommends approval of this claim.

- 8) Richard Parr #520528 \$ 16.00

The claimant (10-SAB/DOC-485) requests \$16.00 reimbursement for his tape player lost while under control of the Department. The Committee recommends approval of \$5.24 for this claim.

- 9) Heather Robinson #309247 \$ 40.10

The claimant (10-SAB/DOC-484) requests \$40.10 reimbursement for her watch damaged while under control of the Department. The Committee recommends approval of \$43.48 for this claim.

- 10) Dale Schneider #196427 \$ 26.00

The claimant (10-SAB/DOC-481) requests \$26.00 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends approval of this claim.

24. DEPARTMENT OF CORRECTIONS continued

- 11) Tomika Shaw #266188 \$ 25.29

The claimant (10-SAB/DOC-400) requests \$25.29 reimbursement for his headphones lost while under control of the Department. The Committee recommends approval of \$2.53 for this claim.

- 12) Pete Singleton #573916 \$ 55.00

The claimant (10-SAB/DOC-437) requests \$55.00 reimbursement for food purchased out of the vending machines he was told to dispose of by staff. The Committee recommends denial of this claim.

- 13) James Strother #227235 \$160.06

The claimant (10-SAB/DOC-460) requests \$160.06 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$106.42 for this claim.

- 14) Mikal Walter #597277 \$ 87.96

The claimant (10-SAB/DOC-425) requests \$87.96 reimbursement for her clothing damaged at the MSI laundry. The Committee recommends approval of \$91.32 for this claim.

- 15) Devon Wyrick #252806 \$142.50

The claimant (10-SAB/DOC-466) requests \$142.50 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$114.00 for this claim.

25. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- 1) Craig Rehse \$250.00

The claimant (10-SAB-133) requests \$250.00 reimbursement for damage to his vehicle while driving it for State business. The Committee recommends approval for this claim.

25. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH continued

2) Patrick Tess \$702.01

The claimant (10-SAB-140) requests \$702.01 reimbursement for damage to his vehicle while driving it for State business. The Committee recommends approval for this claim.

26. DEPARTMENT OF STATE

1) Sonya Coleman \$395.00

The claimant (10-SAB-111) requests \$395.00 reimbursement for towing and impound charges due to Secretary of State error. The Committee recommends approval for this claim.

2) Robert Young \$999.99

The claimant (10-SAB-130) requests \$999.99 reimbursement for compensation for the loss in value of his vehicle due to the department failing to identify the vehicle title as "salvage" from Indiana when purchased from a previous owner. The Committee recommends denial of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

27. DEPARTMENT OF HUMAN SERVICES

The Department reports during the month of September 2010 the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

Joel Dreffs

Approved

28. DEPARTMENT OF TREASURY/MICHIGAN STRATEGIC FUND

Requests approval of the designation of a 15-year Renewable Energy Renaissance Zone commencing January 1, 2011 for Michigan Business Tax and income tax purposes and December 31, 2010 for property tax purposes, as follows:

Energetx Composites, LLC - Holland Charter Township/Ottawa County Renewable Energy Renaissance Zone

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 11/9/2010 12:00 version

FINANCE AND CLAIMS COMMITTEE

November 9, 2010, 11:00 a.m.
Lake Erie Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

November 16, 2010, 11:00 a.m.
Lake Huron Room
2nd Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

1a. DEPARTMENT OF COMMUNITY HEALTH

- 1) Michigan Public Health Institute
Okemos, MI \$ 1,153,518.00 Amendment
\$ 36,642,965.00 New Total
FY11 57.42% Federal Fund
29.53% General Fund
6.27% Recovery Act Funds
6.26% Restricted Fund
See bid tab for list of funds
0.52% Local Funds
Additional funds for one-year
grant agreements to provide
various Michigan Department of
Community Health projects
designed to meet the needs of
the Department and Citizens of
Michigan

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

2a. DEPARTMENT OF CORRECTIONS

- | | | |
|----|-------------------------------------|--|
| 1) | All-Phase Electric
Marquette, MI | \$ 28,800.60 (One-Time)
FY11 57% General Fund
43% Recovery Act Funds
071I1300007 Energy Efficient
Lighting |
|----|-------------------------------------|--|

3a. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- | | | |
|----|-------------------------|--|
| 1) | Dewpoint
Lansing, MI | \$ 2,020,226.83 (4 years)
FY11-14 19% Federal Funds
24% General Funds
57% Recovery Act Funds
071I0200166 Michigan Statewide
Longitudinal Data System for
the Department of Education,
Center for Educational
Performance and Information
(CEPI) |
|----|-------------------------|--|
- Withdrawn*

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

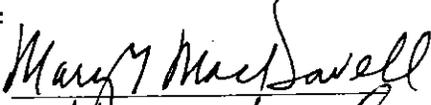
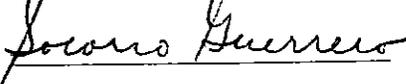
The Director of the Department of Technology, Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute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

Michigan State
Administrative Board

**COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD**

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

A special meeting of the Finance and Claims Committee was held at
11:00 a.m. on November 16, 2010. Those present being:

- | | | | |
|--------------|--|----------|---|
| Chairperson: | <u>Mary G. MacDowell, representing</u>
State Treasurer Kleine | Approved |  |
| Member: | <u>Steven Liedel, representing</u>
Governor Granholm | Approved |  |
| Member: | <u>Socorro Guerrero, representing</u>
Attorney General Cox | Approved |  |

Others: Patrick F. Isom, Department of Attorney General; Sherry Bond,
James Burris, Janet Rouse, Sergio Paneque, Department of
Technology, Management and Budget; Brian DeBano, Department of
State; Jean Ingersoll, Demetrius Parker, Department of
Transportation; Katelyn Carey, Lt. Governor's Office; John
Walter, Michigan Strategic Fund

The Finance and Claims Committee special agenda and special Recovery act
Funds agenda were presented.

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

Ms. MacDowell adjourned the meeting.

**SPECIAL
AGENDA**

11/9/2010 4:30 version

FINANCE AND CLAIMS COMMITTEE

November 16, 2010, 11:00 a.m.
Lake Huron Room
2nd Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

November 16, 2010, 11:00 a.m.
Lake Huron Room
2nd Floor, Michigan Library
and Historical Center

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At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

1s. **DEPARTMENT OF CORRECTIONS**

- | | | |
|----|---------------------------------------|---|
| 1) | PNC Equipment Finance
Columbus, OH | NOT TO EXCEED
\$ 12,931,072.00 (120 months)
FY11-20 100% General Fund
Finance for Lease/Purchase for
Energy Conservation Measure for
Parnall Correctional Facility |
|----|---------------------------------------|---|

SECTION VI - DTMB CONTRACT - CHANGES

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

- | | | |
|----|--|---|
| 1) | Oracle America, Inc.
Redwood Shores, CA | \$ 2,000,000.00 Amendment
\$ 11,622.377.27 New Total
FY11 75% Federal Fund
25% General Fund
071B0200245 Oracle Software
and Support for the Department
of Community Health CHAMPS
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.

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 Reports for the regular meeting of November 9, 2010, and the special meeting of November 16, 2010. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting of November 9, 2010, and the special meeting of November 16, 2010, be approved and adopted. The motion was supported by Ms. Carey and unanimously approved.

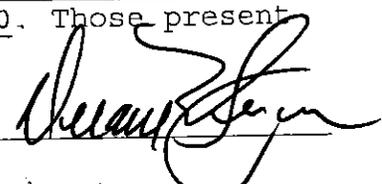
Michigan State
Administrative Board

**COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD**

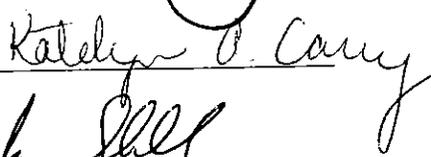
The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on November 10, 2010. Those present
being:

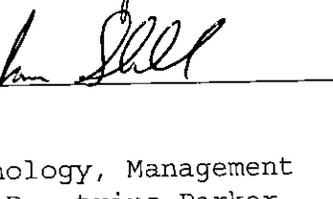
Chairperson: Duane Berger, representing
Secretary of State Land

Approved 

Member: Katelyn Carey, representing
Lt. Governor Cherry

Approved 

Member: James Shell, representing
Attorney General Cox

Approved 

Others: Sherry Bond, Janet Rouse, Department of Technology, Management
and Budget; Connie Hanrahan, Jean Ingersoll, Demetrius Parker,
Chad Rajala, Patrick Scarlett, Betsy Steudle, Karen Watson,
Department of Transportation

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

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

The Department of Transportation regular agenda was presented.

Correspondence was received from Kirk T. Steudle, the Director of
the Department of Transportation, regarding an emergency contract
for \$36,500.00 with Angelo Iafrate for videotaping and necessary
sewer cleanout and repair of a collapsed drainage structure and
large void near I-275 and 5 Mile Road overpass in Livonia.

A retroactive letter was received from Kirk T. Steudle, the Director
of the Department of Transportation, regarding Item 36 of the
Transportation agenda was received.

Transportation and Natural Resources Report

November 10, 2010

Page 2

The 10% over engineer's estimate letter was received from Kirk T. Steudle, the Director of the Department of Transportation, regarding Item 71.

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

Mr. Berger adjourned the meeting.

At the State Administrative Board meeting on November 16, 2010, Item 19 of the Transportation agenda was withdrawn by the Department of Transportation.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 10, 2010, 2010 – Lake Erie Conference Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: November 16, 2010 - Lake Huron Conference Room,
2nd Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
Tract 1212, Control Section 11112, Parcel 298, Part B

The subject tract is located in the Township of Sodus, Berrien County, Michigan, and contains approximately 14,836 square feet. The tract is landlocked, and there are two abutting owners. The highest and best use is assemblage with the abutting land. The tract was appraised by David Normand, Southwest Region Property Analyst, on May 5, 2010, at \$1,500. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Unit, Project Development Section, Real Estate Division, on May 5, 2010, at the amount of \$1,500. One of the two abutting owners, St. Paul’s Lutheran Church, has obtained a waiver statement from the other abutting owner stating the other owner has no interest in purchasing the subject tract. St. Paul’s Lutheran Church has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$300, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

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

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

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

Funding Source: N/A.

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

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

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49126.

* Denotes a non-standard contract/amendment

2. AERONAUTICS AND FREIGHT (Aeronautics) – Approach Clearing

Contract (2011-0023) between MDOT and the Oscoda County Board of Commissioners will provide federal and state grant funds for the clearing of the approach to runway 10 at the Oscoda County Airport in Mio, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$65,000. Source of Funds: FAA Funds (via block grant) - \$61,750; State Restricted Aeronautics Funds - \$1,625; Oscoda County Funds - \$1,625.

Criticality: This project will provide the flying public with an obstruction-free approach to the runway, as mandated by the FAA, and will increase the safety margin for aeronautical activity.

Purpose/Business Case: To provide for the clearing of the approach to runway 10.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The 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: 48647.

3. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Federal Inspection Station

Contract (2011-0027) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the construction of a federal inspection station (phase IV) at the Capital Region International Airport in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$420,786. Source of Funds: FAA Funds - \$399,747; State Restricted Aeronautics Funds - \$10,519; CRAA Funds - \$10,520.

Criticality: This project will provide the airport with a federal inspection station for the entry of commercial passenger service into the United States. It will increase safety margins for aeronautical activity at the airport.

Purpose/Business Case: To provide for reimbursement of a portion of the costs for the construction of a federal inspection station (phase IV).

Benefit: Will comply with FAA guidelines and will enhance airport safety.

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

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

Risk Assessment: If the contract is not approved, the local sponsor 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 let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48906.

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

Contract (2011-0028) between MDOT and the Kalamazoo County Aeronautics Board of Trustees (KCABT) will provide federal and state grant funds for the construction of a terminal building (phase 4) and for the undertaking of airport crack sealing and paint marking at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,071,714. Source of Funds: FAA Funds - \$831,631; State Restricted Aeronautics Funds - \$21,885; KCABT Funds - \$218,198.

Criticality: The existing terminal building is in poor condition and does not meet current Americans with Disabilities Act (ADA) requirements. The new building will provide the flying public with a more efficient facility that is more economical to maintain and meets current ADA requirements. The airport crack sealing and paint marking will enhance airport safety.

Purpose/Business Case: To provide for the construction of a new terminal building (phase 4) and for the undertaking of airport crack sealing and paint marking.

Benefit: Will bring the airport into compliance with current FAA standards and will result in improved safety.

Funding Source: 77.5% FAA Funds; 2.0% State Restricted Aeronautics Funds; 20.5% KCABT 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 of the terminal building was let locally and awarded to the lowest bidder. The crack sealing was bid through MDOT and awarded to the lowest bidder. There were five bidders. The paint marking 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: 49009.

5. AERONAUTICS AND FREIGHT (Aeronautics) – Wetland Delineation and Mitigation

Contract (2011-0031) between MDOT and the Mason County Board of Commissioners will provide federal and state grant funds for wetland delineation and mitigation, including securing all Michigan Department of Natural Resources and Environment (MDNRE) permits, at the Mason County Airport in Ludington, 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 \$25,000. Source of Funds: FAA Funds (via block grant) - \$23,750; State Restricted Aeronautics Funds - \$625; Mason County Funds - \$625.

Criticality: This project involves wetland delineation, mitigation, and securing all permits to meet MDNRE requirements of the MDNRE for identifying impacts of proposed improvements on wetlands.

Purpose/Business Case: To provide for wetland delineation and mitigation, including securing all MDNRE permits. This work is required prior to the construction of a parallel taxiway to runway 8/26.

Benefit: Will satisfy MDNRE requirements pursuant to the Michigan Natural Resources Environmental Protection Act.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49431.

6. *EXECUTIVE - Increase Services and Amount

Amendatory Contract (2009-0467/A1) between MDOT and Tri-Star Industries, Inc., will provide for additional as-needed construction management engineering services to be performed to support MDOT's Disadvantaged Business Enterprise (DBE) program and will increase the contract amount by \$150,000. The original contract provides for as-needed construction management engineering services to be performed to support MDOT's DBE program. The goal of the DBE program is to ensure that firms owned and controlled by minorities, women, and other socially and economically disadvantaged persons have the opportunity to grow and become self-sufficient. The contract term remains unchanged, May 29, 2009, through December 31, 2011. The revised contract amount will be \$450,000. Source of Funds: 33.33% Federal Highway Administration Funds and 66.67% State Restricted Trunkline Funds.

Criticality: The consultant will continue to assist MDOT in developing opportunities for DBE contractors.

Purpose/Business Case: To provide for additional as-needed construction management engineering services to be performed to support MDOT's DBE program. The additional services will include preparing DBE contractors to bid on MDOT and non-MDOT projects.

Benefit: Will support MDOT's goal of developing opportunities for DBE contractors.

Funding Source: 33.33% Federal Highway Administration Funds and 66.67% State Restricted Trunkline Funds.

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

Risk Assessment: If this amendment is not approved, MDOT will miss an important opportunity to improve the success of the DBE program.

Cost Reduction: Fixed hourly rate plus direct expenses.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

7. *EXECUTIVE - Increase Services and Amount

Amendatory Contract (2009-0468/A1) between MDOT and Tri-Star Industries, Inc., will provide for additional as-needed construction management engineering services to be performed to support MDOT's capital construction program and will increase the contract amount by \$100,000. The consultant will continue to assist MDOT in coordinating work with the Michigan Infrastructure and Transportation Association (MITA), the Asphalt Paving Association of Michigan (APAM), the Michigan Concrete Paving Association (MCPA), the Michigan Aggregate Association (MAA), and the Michigan Road Preservation Association (MRPA). The original contract provides for as-needed construction management engineering services to be performed to support MDOT's capital construction program. The work items include reviewing the constructability of select MDOT projects prior to those projects being let, reviewing construction plans and estimated quantities of work for accuracy, identifying any work items that are consistently incorrect, and reviewing assigned parts of the current Standard Specifications for Construction. The contract term remains unchanged, May 29, 2009, through December 31, 2011. The revised contract amount will be \$200,000. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The consultant will continue to help MDOT to improve the quality of its construction plans and ensure that the plans can be built as designed.

Purpose/Business Case: To provide for additional as-needed construction management engineering services to be performed to support MDOT's capital construction program. The consultant will continue to assist MDOT in coordinating work with MITA, APAM, MCPA, MAA, and MRPA. Additional coordination with other associations and individual contractors/suppliers may be required.

Benefit: Will support MDOT's goal of developing the organizational practices and procedures associated with delivering the capital construction program.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this amendment is not approved, MDOT will miss an important opportunity to improve the delivery of the road and bridge construction program.

Cost Reduction: Fixed hourly rate plus direct expenses.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

8. HIGHWAYS – Increase Services and Amount, Extend Term

Amendatory Contract (2004-0316/A6) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of additional design services, will increase the contract amount by \$300,357.31, and will extend the contract term by approximately nine months to provide sufficient time for the consultant to complete the services. The additional services will include altering the typical cross sections and staging to accommodate seasonal paving limitations and the timing of utility relocations. The design changes must be made to address utility conflicts, based on updated utility information. In addition, the gutter pan on the median side will be widened from two feet to four feet to reduce the construction staging and project duration. The original contract provides for design services to be performed for the reconstruction of M-85 (Fort Street) from Sibley Road to Goddard Road in Wayne County (CS 82211 - JN 72409C). The revised contract term will be June 28, 2004, through December 31, 2011. The revised contract amount will be \$3,594,488.28. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: This project was designed up to the Omission and Error Check milestone in 2004 and then shelved because of funding issues. This project was recently added to the FY 2011 program and is a priority as the roadway is deteriorating rapidly and the drainage system is inadequate.

Purpose/Business Case: To provide for additional design services to be performed, including altering the typical cross sections and staging to accommodate seasonal paving limitations and the timing of utility relocations. The design changes must be made to address utility conflicts, based on updated utility information. In addition, the gutter pan on the median side will be widened from two feet to four feet to reduce the construction staging and project duration.

Benefit: Redesigning critical parts of the storm sewer will help to minimize impacts to the utilities. Revisions to the gutter pan will reduce the construction staging and project duration.

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

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

Risk Assessment: If the additional services are not performed, utility conflicts may not be addressed at the design stage. If M-85 is not reconstructed, the roadway will continue to deteriorate, maintenance costs will continue to increase, and roadway safety and aesthetics will continue to decrease.

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

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

New Project Identification: This is not a new project.

Zip Code: 48192.

9. HIGHWAYS – IDS Time Extension

Amendatory Contract (2005-0125/A4) between MDOT and Northwest Design Group, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z3). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 5, 2005, through December 31, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended, including authorization (Z3), and the design services under authorization (Z3) cannot be completed. Authorization (Z3) provides for the design of a replacement bridge, including the replacement of a failing embankment. If the bridge and embankment are not replaced, they will continue to deteriorate, safety risks will continue to increase, and additional maintenance funds could be required to keep the road open.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended when needed. This will allow the consultant to complete ongoing services, including work under authorization (Z3). 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 ongoing work under authorization (Z3).

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.

* Denotes a non-standard contract/amendment

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

10. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z3/R7) under Contract (2005-0125) between MDOT and Northwest Design Group, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is because of the unanticipated need for hydraulic analysis. The original authorization provides for the development of design plans for the removal of an unstable earthen fill, the replacement of the existing bridge with a new wooden arch bridge, and the performance of associated approach work on M-119 in Emmet County (CS 24051 –JN 057152C). The revised authorization term will be May 18, 2007, through December 31, 2011. The authorization amount remains unchanged at \$279,037.65. The contract term will be April 5, 2005, through December 31, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: It is critical to extend the authorization term to allow the design services for the replacement of the bridge and the failing embankment on M-119 to be completed. The additional time is needed because hydraulic analysis is needed.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the hydraulic analysis. The final design will not be completed without a time extension.

Benefit: Will allow the design services to be completed.

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

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 49723.

11. HIGHWAYS – Time Extension

Amendatory Contract (2007-0406/A3) between MDOT and HNTB Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the consultant to complete the design work for two sound walls; this work was previously removed from the project and scheduled for a later letting so that the project could be advertised within the economic stimulus package time limits. The original contract provides for preliminary engineering design services to be performed for the widening and reconstruction of M-59 between Crooks Road and Ryan Road (two lanes in each direction), including the repair of nine associated bridges, in the Cities of Troy, Sterling Heights, and Rochester Hills and in the Township of Shelby, Oakland, and Macomb Counties (CSs 63043 and 50023 – JNs 55850C, 55850D, 55850E, 55850F, 55850G, 55850H, 55850I, 55850J, 55850K, and 55850L). The revised contract term will be February 7, 2007, through December 31, 2011. The contract amount remains unchanged at \$4,025,978.25. Source of Funds: 20.82% Federal Highway Administration Funds and 79.18% State Restricted Trunkline Funds.

Criticality: This amendment will extend the contract term by one year to provide sufficient time for the consultant to complete the design work for two sound walls; this work was previously removed from the project and scheduled for a later letting so that the project could be advertised within the economic stimulus package time limits.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the design of two sound walls.

Benefit: This amendment will provide sufficient time for the consultant to complete the design of two sound walls. The project will improve the pavement ride, increase roadway safety, and reduce long-term maintenance costs for the area.

Funding Source: 20.82% Federal Highway Administration Funds and 79.18% State Restricted Trunkline Funds.

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

Risk Assessment: If this amendment is not approved, the design of the sound walls cannot be completed. If the project is not completed, alternative repairs and additional maintenance could be required, which would increase costs and user delays.

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

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

New Project Identification: This is not a new project.

Zip Code: 48075.

12. HIGHWAYS - IDS Time Extension

Amendatory Contract (2008-0027/A1) between MDOT and RS Engineering, LLC, will extend the term of the indefinite delivery of service (IDS) contract by 18 months to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z9 and Z10). (See following items.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be November 26, 2007, through May 31, 2012. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorizations (Z9) and (Z10), and the design services under authorizations (Z9) and (Z10) may not be completed.

Purpose/Business Case: To extend the term of the IDS contract by 18 months to allow authorizations issued under it to be extended when needed. This will allow the consultant to complete ongoing services, including design services under authorizations (Z9) and (Z10). No new authorizations will be issued under this IDS contract.

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

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

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

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including design services under authorizations (Z9) and (Z10).

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.

13. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R3) under Contract (2008-0027) between MDOT and R S Engineering, LLC, will extend the authorization term by 18 months to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project letting date was changed from March 2010 to March 2012. The additional time will allow the consultant to complete the plans and submit the final deliverables. The original authorization provides for design services to be performed for the proposed I-96/Latson Road interchange in Livingston County (CS 47065 - JN 101622C). The revised authorization term will be September 2, 2008, through May 31, 2012. The authorization amount remains unchanged at \$909,147.10. The contract term is November 26, 2007, through May 31, 2012. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This revision will allow the consultant to complete the design services and will allow MDOT to deliver the project on time. This project is included in MDOT's Five Year Plan.

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

Benefit: This revision will provide sufficient time for the consultant to complete the design plans. The project will provide a safer and more efficient roadway.

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

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

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the services before the authorization expires, and the project could be jeopardized.

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

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

New Project Identification: This is not a new project.

Zip Code: 48843.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R2) under Contract (2008-0027) between MDOT and R S Engineering, LLC, will extend the authorization term by 18 months to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project letting date was changed from March 2010 to March 2012. The additional time will allow the consultant to complete the plans and submit the final deliverables. The original authorization provides for design services to be performed for the proposed I-96/Latson Road interchange bridge in Livingston County (CS 47065 - JN 101622D). The revised authorization term will be September 2, 2008, through May 31, 2012. The authorization amount remains unchanged at \$382,108.30. The contract term is November 26, 2007, through May 31, 2012. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This revision will allow the consultant to complete the design services and will allow MDOT to deliver the project on time. This project is included in MDOT's Five Year Plan.

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

Benefit: This revision will provide sufficient time for the consultant to complete the bridge design plans. The project will provide a safer and more efficient roadway.

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

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

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the services before the authorization expires, and the project could be jeopardized.

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

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

New Project Identification: This is not a new project.

Zip Code: 48843.

15. HIGHWAYS - IDS Time Extension

Amendatory Contract (2008-0105/A1) between MDOT and L & B Engineering Consultant will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1). (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 IDS contract term will be January 16, 2008, through January 15, 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 January 15, 2011. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z1), and the construction services under authorization (Z1) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended when needed. This will allow the consultant to complete ongoing services, including work under authorization (Z1). No new authorizations will be issued under this IDS contract.

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

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

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

16. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2008-0105) between MDOT and L & B Engineering Consultant will extend the authorization term by one year to provide sufficient time for the consultant to complete the construction records review for the Engineer Certification Program. The original authorization provides for the performance of statewide project closeout reviews. The revised authorization term will be March 16, 2009, through January 15, 2012. The authorization amount remains unchanged at \$99,000. The contract term will be January 16, 2008, through January 15, 2012. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and or local funds, depending on the particular project authorized.

Criticality: The authorization will expire on January 15, 2011. Authorization (Z1) needs to be extended to allow the consultant to complete the certification reviews that are required by the Federal Highway Administration to ensure federal participation in the MDOT road program.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the construction records review for the Engineer Certification Program.

Benefit: The completion of scheduled reviews required by the Federal Highway Administration.

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

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

Risk Assessment: If the revision is not approved, the scheduled reviews cannot be completed.

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.

17. HIGHWAYS – Design Assistance During Construction

Work Order (Z14) under Contract (2009-0137) between MDOT and URS Corporation Great Lakes will provide for design assistance during construction for the reconstruction of the M-59/Crooks Road interchange, including the replacement of the Crooks Road bridge over M-59 in the City of Rochester Hills, Oakland County (CS 63043 – JN 34242A). The work order will be in effect from the date of award through January 25, 2015. The work order amount will be \$203,494.44. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The Crooks Road bridge over M-59 will require costly rehabilitation work if the structure is not replaced next year. To meet the project schedule, the construction contract will be processed as a design/build contract.

Purpose/Business Case: Design services during construction will be provided for the reconstruction of the M-59/Crooks Road interchange; the services will be provided for the duration of the design/build contract to allow the interchange improvements, including the structure replacement, to be constructed next year.

Benefit: The replacement of the structure will provide a long-term fix, making effective use of funding. The interchange improvements will provide for better alignment of the ramps, which will improve safety.

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

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

Risk Assessment: If the services are not performed now, an opportunity will be lost to replace the bridge (a long-term fix) and make the most effective use of funding, and the bridge would require costly rehabilitation (a short-term fix).

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48309.

18. HIGHWAYS – IDS Engineering Services

Authorization (Z9) under Contract (2010-0202) between MDOT and URS Corporation Great Lakes will provide for the performance of as-needed system manager services for the Michigan Intelligent Transportation System Center (MITSC) interior fit-out project. The work will include integration oversight, system test witnessing, and general management of the procurement of Intelligent Transportation Systems (ITS) devices. The authorization will be in effect from the date of award through June 3, 2013. The authorization amount will be \$375,206.17. The contract term is June 4, 2010, through June 3, 2013. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The system manager services are crucial to the successful deployment of the ITS subsystems, devices, and facilities. MDOT staff does not have the technical expertise required to perform these services.
Purpose/Business Case: To provide for as-needed system manager services to be performed for the MITSC interior fit-out project.
Benefit: Will provide for oversight of the installation and integration of the ITS system and the audio/visual and sound masking systems and installation of control room furnishings to ensure that all systems and devices are operating according to specifications.
Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: If this authorization is not approved, the integration of the ITS systems could be compromised, as MDOT does not have the technical staff to oversee the project.
Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.
Selection: Qualifications based.
New Project Identification: This is not a new project.
Zip Code: 48075.

19. HIGHWAYS - Participation for Preliminary Engineering Contract

Contract (2010-5663) between MDOT and the Detroit Riverfront Conservancy, Inc., will provide for participation in the following:

The performance of preliminary engineering activities for non-motorized pathway work along the Detroit River from the General Motors Plaza to Gabriel Richard Park.

Estimated Funds:

Federal Highway Administration Funds	\$2,000,000
Detroit Riverfront Conservancy, Inc., Funds	\$ 500,000
Total Funds	<u>\$2,500,000</u>

TIP 82400-103721, Wayne County
 Preliminary Engineering by MDOT

Criticality: This work is for the design phase of the project. The Detroit Riverfront Conservancy, Inc., has already invested significant time and dollars in the planning of this project. Delaying this phase of the project would delay the construction phase of the project and adversely impact the project schedule.
Purpose/Business Case: To allow MDOT to perform the design for the project and to bill the Detroit Riverfront Conservancy, Inc., for its share of the cost.
Benefit: Will allow the project to move forward and funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to be expended.

* Denotes a non-standard contract/amendment

Funding Source: Federal Transportation Improvements Program Funds and Detroit Riverfront Conservancy, Incorporated, Funds.

Commitment Level: 80% federal, 20% Detroit Riverfront Conservancy, Inc., based on estimate.

Risk Assessment: Without this contract, the project cannot proceed and these federal funds cannot be expended.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48207.

20. HIGHWAYS - Participation for Local Agency Construction Contract

Amendatory Contract (2010-5729) between MDOT and the City of Lansing will provide for participation in the following improvements:

PART A

Traffic signal communications systems and closed circuit surveillance camera installation work needed to apply Intelligent Transportation System (ITS) technology at various intersections citywide.

PART B

Traffic signal upgrading and interconnection work including Traffic Control Center work, needed to apply ITS technology at various intersections citywide.

The purpose of this amendment is to provide for the traffic signal communications systems and closed circuit surveillance camera installation work to be performed as part of a design/build project, the design/build portion of the project to be advertised and awarded by MDOT, the inclusion of federally participating construction engineering and inspection for the design/build portion of the project, the removal of the performance by the City of project work on a locally let basis, and the conversion of the project from advance construction to regular federal aid. No changes are being made to the Part B portion of the project work.

Estimated Funds:

	<u>PART A</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$340,000	(\$108,000)	\$232,000
City of Lansing Funds	<u>\$ 85,000</u>	<u>(\$ 27,000)</u>	<u>\$ 58,000</u>
Total Funds	<u>\$425,000</u>	<u>(\$135,000)</u>	<u>\$290,000</u>

HPP 33403 - 53394; Ingham County
Amendment

Criticality: The Part A portion of the project will be let with similar MDOT work as part of a design/build project.

Purpose/Business Case: To amend the original contract to allow a portion of the work to be performed as part of a design/build project and let by MDOT, to include federally participating construction engineering and inspection, and to remove the performance of work on a locally let basis.

Benefit: Improved coordination and more effective contracting by allowing a portion of the City's project work to be let with MDOT's design/build project.

Funding Source: Federal High Priority Project Funds and City of Lansing Funds.

Commitment Level: 80% federal subject to obligational authority limitations and the balance by the City of Lansing; based on estimate.

Risk Assessment: Without this amendment, the City's project will not be able to be effectively coordinated and contracted with similar MDOT project work.

* Denotes a non-standard contract/amendment

Cost Reduction: N/A.
Selection: N/A.
New Project Identification: N/A.
Zip Code: 48906.

21. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2010-5735) between MDOT and the Cheboygan County Road Commission will provide for participation in the following improvements:

Superelevation modification, aggregate surface course, and guardrail upgrading work along South River Road from approximately 0.29 miles south of Little Canada Road/River Rest Road northerly 1.45 miles.

Estimated Funds:

Federal Highway Administration Funds	\$62,638
Cheboygan County Road Commission Funds	<u>\$15,660</u>
Total Funds	<u>\$78,298</u>

STH 16609 - 108587
 Local Force Account

Criticality: This work is intended to help vehicles travel through a curve, reduce run-off-road and rollover crashes, and protect vehicular traffic.
Purpose/Business Case: To improve roadway safety.
Benefit: Improved safety.
Funding Source: Federal Surface Transportation Program Funds and Cheboygan County Road Commission Funds.
Commitment Level: 80% federal, 20% Cheboygan County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing roadway.
Zip Code: 49721.

22. *HIGHWAYS - Construction Engineering Services
 Contract (2011-0017) between MDOT and URS Corporation Great Lakes will provide for full construction engineering services to be performed for the reconstruction of the Crooks Road interchange at M-59, Oakland County (CS 63043 – JN 34242A). The work items will include project administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$795,389.01. The contract will be in effect from the date of award through December 31, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time.
Purpose/Business Case: To provide for full construction engineering services to be performed for the reconstruction of the Crooks Road interchange at M-59, Oakland County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48309.

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

Contract (2011-0030) between MDOT and Sabin Valuation Group, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

24. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z26/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the authorization term by one year to provide sufficient time for DDOT to complete the bus rehabilitation project. Due to facility capacity issues, DDOT delayed the bus overhaul project until the central hoist project was completed. The revised authorization term will be June 28, 2006, through December 27, 2011. The authorization amount remains unchanged at \$25,681,731. The toll credit amount remains unchanged at \$3,336,346. 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 - \$23,881,731; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,800,000.

Criticality: Approval of this revision will allow DDOT to overhaul a portion of its bus fleet, which is necessary to maintain safe operation of transit vehicles.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds- \$23,881,731; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,800,000.

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: 48207.

25. PASSENGER TRANSPORTATION – Section 5309 Program

Project Authorization Revision (Z15/R1) under Master Agreement (2002-0040) between MDOT and the City of Grand Haven will extend the authorization term by one year to provide sufficient time for the City to complete the project. The additional time is needed because the selection of the City's project manager for the facility renovation project was delayed. The original authorization provides state matching funds for the City's FY 2006 Federal Section 5309 Discretionary Capital Program grant. The revised authorization term will be January 18, 2008, through January 17, 2012. The authorization amount remains unchanged at \$499,950. 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 - \$399,960; FY 2006 State Restricted Comprehensive Transportation Funds - \$99,990.

Criticality: This revision will provide sufficient time for the City to complete the facility renovation project.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$399,960; FY 2006 State Restricted Comprehensive Transportation Funds - \$99,990.

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: 49417.

26. PASSENGER TRANSPORTATION – Section 5309 Program

Project Authorization Revision (Z33/R2) under Master Agreement (2002-0049) between MDOT and Interurban Transit Partnership (ITP), which provides transit service in Kent County, will renew the authorization and extend the authorization term by approximately four months to provide sufficient time for ITP to complete the project. The additional time is needed because the Intelligent Transportation System required careful integration to function fully, and deployment has taken longer than expected. The original authorization provides state matching funds for ITP's FY 2004 and FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from September 25, 2006, through September 24, 2010, and from the date of award of this revision through March 24, 2011. No costs will be incurred between September 24, 2010, and the date of award of this revision. The authorization amount remains unchanged at \$1,311,222. The toll credit amount remains unchanged at \$116,613. 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 - \$1,165,591; FY 2006 State Restricted Comprehensive Transportation Funds - \$145,631.

Criticality: This revision will provide sufficient time for ITP to complete a necessary transportation infrastructure project.

Purpose/Business Case: To renew the authorization and extend the authorization term by approximately four months to provide sufficient time for ITP to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$1,165,591; FY 2006 State Restricted Comprehensive Transportation Funds - \$145,631.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

27. PASSENGER TRANSPORTATION – Section 5309 Program

Project Authorization Revision (Z11/R3) under Master Agreement (2002-0095) between MDOT and the Clinton Area Transit System (CATS) will extend the authorization term by nine months to provide sufficient time for CATS to complete the facility project. The project was delayed because the Federal Transit Administration (FTA) review of the environmental documents took longer than anticipated. The original authorization provides state matching funds for CATS' FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 14, 2006, through December 13, 2011. The authorization amount remains unchanged at \$1,487,285. The toll credit amount remains unchanged at \$24,896. 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: FTA Funds - \$1,214,724; FY 2002, FY 2003, FY 2005, and FY 2006 State Restricted Comprehensive Transportation Funds - \$272,561.

Criticality: This revision will provide sufficient time for CATS to complete the facility project.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,214,724; FY 2002, FY 2003, FY 2005, and FY 2006 State Restricted Comprehensive Transportation Funds - \$272,561.

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: 48879.

28. PASSENGER TRANSPORTATION – Section 5309 Program

Project Authorization Revision (Z5/R2) under Master Agreement (2007-0204) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA), in Sault Ste. Marie, will extend the authorization term by eight months to provide sufficient time for EUPTA to complete the project. The project was delayed because environmental approvals for planned improvements to the ferry docks took longer than anticipated. The original authorization provides state matching funds for EUPTA's FY 2007 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 17, 2007, through September 16, 2011. The authorization amount remains unchanged at \$62,700. 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 - \$50,160; FY 2007 State Restricted Comprehensive Transportation Funds - \$12,540.

Criticality: This revision will provide sufficient time for EUPTA to complete the planned improvements to the ferry docks to maintain passenger safety.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$50,160; FY 2007 State Restricted Comprehensive Transportation Funds - \$12,540.

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: 49783.

29. PASSENGER TRANSPORTATION – Section 5307 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2007-0230) between MDOT and Interurban Transit Partnership (ITP), which provides transit service in Kent County, will renew the authorization and extend the authorization term by approximately four months to provide sufficient time for ITP to complete the project. The project encountered unexpected delays in the procurement of support equipment, facility equipment, and passenger shelters. The original authorization provides state matching funds for ITP's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be from September 24, 2007, through September 23, 2010, and from the date of award of this revision through March 23, 2011. No costs will be incurred between September 23, 2010, and the date of award of this revision. The authorization amount remains unchanged at \$7,208,534. The toll credit amount remains unchanged at \$584,418. 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 - \$6,364,744; FY 2007 State Restricted Comprehensive Transportation Funds - \$843,790.

Criticality: Approval of this revision will allow ITP to complete the necessary transportation infrastructure project.

Purpose/Business Case: To renew the authorization and extend the authorization term by approximately four months to provide sufficient time for ITP to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$6,364,744; FY 2007 State Restricted Comprehensive Transportation Funds - \$843,790.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

30. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization (Z22) under Master Agreement (2007-0252) between MDOT and the Marquette County Transit Authority will provide federal funds and state matching funds to the Authority under the FY 2008 Federal Section 5311 Nonurbanized Area Formula Capital Program for the continuing construction of a transfer facility. The authorization will be in effect from the date of award through three years. The authorization amount will be \$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 2003 State Restricted Comprehensive Transportation Funds - \$20,000.

Criticality: Approval of this authorization will allow the transit authority to continue construction of the transfer facility, which will provide passenger safety and ensure efficient transportation services.

Purpose/Business Case: To provide federal funds and state matching funds under the FY 2008 Federal Section 5311 Nonurbanized Area Formula Capital Program to allow the Authority to continue the construction of a transfer facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$80,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$20,000.

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: 49855.

31. PASSENGER TRANSPORTATION – Section 5304 Program

Project Authorization Revision (Z3/R2) under Master Agreement (2007-0277) between MDOT and the Ottawa County Board of Commissioners will extend the authorization term by one year to provide sufficient time for the County to complete the project. The project has been delayed due to the departure of the consultant after completion of Phase I of the feasibility study. The extension is being requested to give the County time to select a new consultant and to complete Phase II of the project, the development of a commuter bus service plan. The original authorization provides state matching funds for the County's FY 2006 Federal Section 5304 State Planning and Research Program grant. The revised authorization term will be February 13, 2007, through February 12, 2012. The authorization amount remains unchanged at \$110,000. 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 - \$88,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$22,000.

Criticality: Approval of this revision is critical to ensuring that funding is maintained so the County can complete the needs assessment and feasibility study for necessary transportation infrastructure.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$88,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$22,000.

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.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49460.

32. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization (Z13) under Master Agreement (2007-0288) between MDOT and the Schoolcraft County Board of Commissioners will provide federal funds and state matching funds under the FY 2009 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program for the undertaking of facility improvements and the purchase of communications and maintenance equipment. The authorization will be in effect from the date of award through three years. The authorization amount will be \$25,620. Toll credits in the amount of \$3,504 will be allocated as match for the purchase of communications and maintenance 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 - \$24,000; FY 2003 State Restricted Comprehensive Transportation Funds (CTF) - \$1,620.

Criticality: Approval of this authorization will allow the County to make necessary facility improvements and to purchase needed communications and maintenance equipment.

Purpose/Business Case: To provide for the undertaking of facility improvements and the purchase of communications and maintenance equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$24,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$1,620.

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: 49854.

33. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z1/R1) under Master Agreement (2007-0368) between MDOT and Boysville of Michigan, Inc. (Boysville), in Clinton Township, will renew the authorization and extend the authorization term by approximately eight months to provide sufficient time for Boysville to complete preventive maintenance on the fleet. The additional time is needed because of an unanticipated delay in the delivery of vehicles. The original authorization provides federal and local funds for the FY 2006 and FY 2007 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from July 23, 2007, through July 22, 2010, and from the date of award of this revision through July 22, 2011. No costs will be incurred between July 22, 2010, and the date of award of this revision. The authorization amount remains unchanged at \$1,642,188. 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 - \$1,313,750; Boysville Funds - \$328,438.

Criticality: Approval of this authorization will allow Boysville to complete preventive maintenance to maintain a safe and efficient fleet.

Purpose/Business Case: To renew the authorization and extend the authorization term by approximately eight months to provide sufficient time for Boysville to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$1,313,750; Boysville Funds - \$328,438.
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: 49236.

34. PASSENGER TRANSPORTATION - Rural Transit Assistance Program

Project Authorization (Z13) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in Ingham County, will provide Federal Rural Transit Assistance Program (RTAP) funds to MPTA to administer the program on behalf of MDOT for fiscal year 2011. The program is 100 percent federally funded and provides grants and scholarships for training opportunities and materials to transit operators in nonurbanized areas. The authorization will be in effect from October 1, 2010, through September 30, 2011. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$200,000. The term of the master agreement is from March 30, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$200,000.

Criticality: Approval of this project is critical to providing safety training to transit personnel. RTAP funds enable transit personnel to receive training on such topics as dealing with unruly passengers, first aid, vehicle maintenance, Americans with Disabilities Act requirements, liabilities, securements, and policies.

Purpose/Business Case: To provide federal RTAP funds to MPTA to administer the RTAP and provide grants and scholarships for training opportunities and materials to transit operators in nonurbanized areas.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$200,000.

Commitment Level: Authorization amount is based on available federal funds.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

35. PASSENGER TRANSPORTATION - Rideshare Program

Contract (2010-0513) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide federal funds for the continuation of the local rideshare program for FY 2011 under the FY 2011 Federal Congestion Mitigation and Air Quality Improvement Program grant. SEMCOG will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute. This reduces energy consumption, traffic congestion, air pollution, and parking problems while making the roadways safer by reducing the number of vehicles using them. The contract will be in effect from the effective date of the federal grant through September 30, 2011. The contract 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 contract amount will be \$258,898. Source of Funds: Federal Highway Administration (FHWA) Funds - \$258,898.

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

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

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

Funding Source: FHWA Funds - \$258,898.

Commitment Level: Contract amount is based on cost estimates.

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

Cost Reduction: SEMCOG 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 an ongoing program.

Zip Code: 48226.

SUB CONTRACTS

36.	Commercial Mowing Services	Low Bid:	\$ 187,440
	19976 Salem	1st Year:	\$ 37,488
	Detroit, MI 48219	2nd Year:	\$ 37,488
		3rd Year:	\$ 37,488
		Optional 1st Year:	\$ 37,488
		Optional 2nd Year:	\$ 37,488

Description of Work: Mowing

Retroactive approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for roadside mowing along M-39 from West Outer Drive to I-94 and from 8 Mile Road to Paul Street in Wayne County (1 year, 182 days retroactive). Costs are based on a set unit cost per mowing cycle. The County found the costs to be reasonable and competitive with costs in surrounding counties. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from May 19, 2009, through September 30, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

The contractor completed the FY 2009 roadside mowing services with the approval of the County and MDOT. Due to administrative oversight, MDOT failed to process the subcontract for State Administrative Board approval before the services commenced.

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

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along M-39 from West Outer Drive to I-94 and from 8 Mile Road to Paul Street in Wayne County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

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

Risk Assessment: If the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision and increase the risk of accidents.

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

Selection: Low bid.

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

Zip Code: 48219.

37.	Grass Bandits Lawn Service 26211 Lyndon Redford Township, MI 48239	Low Bid: 1st Year: 2nd Year:	\$ 57,559.36 \$ 28,779.68 \$ 28,779.68
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Description of Work: Mowing

Approval is requested to authorize the Charter Township of Redford to award the second year of a subcontract for roadside mowing along state trunklines in the Township of Redford. Costs are based on a set unit cost per mowing cycle. The original subcontract was approved by the State Administrative Board (SAB) on June 30, 2010. The lowest bidder was selected. The Township has found the costs to be reasonable and competitive with costs in surrounding municipalities. The subcontract will be in effect from April 1, 2011, through September 30, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for roadside mowing and litter removal/disposal along Telegraph Road (US-24) and Grand River Avenue (M-5) in the Township of Redford.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the roadsides are not mowed, tall weeds and grass will obstruct motorists' fields of vision and increase the risks of accidents.

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

Selection: Low bid.

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

Zip Code: 48239.

* Denotes a non-standard contract/amendment

PRE-APPROVAL

LOCAL PROJECT

38. LETTING OF DECEMBER 03, 2010 ENGINEER ESTIMATE
 PROPOSAL 1012026 \$ 418,587.50
 PROJECT ARU 41401-106404
 LOCAL AGRMT. 10-5698
 START DATE - MAY 02, 2011
 COMPLETION DATE - JUNE 10, 2011

0.46 mi of hot mix asphalt resurfacing including cold milling, hot mix asphalt paving, concrete overlay, sidewalk ramps, and pavement markings on Hall Street from Union Street to Kalamazoo Avenue in the city of Grand Rapids, Kent County.

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

0.00 % DBE participation required

BID LETTING

STATE PROJECTS

39. LETTING OF NOVEMBER 05, 2010 ENG. EST. LOW BID
 PROPOSAL 1011004 \$ 938,524.17 \$ **839,255.54**
 PROJECT IM 23152-109039
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 18, 2011
 COMPLETION DATE - JUNE 17, 2011 -10.58 %

Construction of freeway tower lighting at I-96 at Okemos Road and I-96/I-69 at M-43(Saginaw Highway), Ingham and Eaton Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 839,255.54	Same	1 **
J. Ranck Electric, Inc.	\$ 841,711.14	Same	2
Rauhorn Electric, Inc.	\$ 868,640.54	Same	3
Delta Electrical Contractors	\$ 886,900.19	Same	4
Motor City Electric Utilities Comp	\$ 898,047.54	Same	5
Martell Electric, LLC	\$ 908,763.30	Same	6
Metropolitan Power and Lighting	\$ 914,795.04	Same	7
J.R. Howell; Airport Lighting, LLC	\$ 995,649.22	Same	8
RMD Holdings, Ltd.	\$ 999,917.72	Same	9
Severance Electric Co., Inc.	\$ 1,173,785.74	Same	10
InfraSource Construction, LLC			

10 Bidders

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

Purpose/Business: Freeway lighting is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems.

Benefit: To improve the safety of the motoring public and to reduce on-going maintenance costs.

Funding Source:

109039A

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 relationships with the local agencies may be compromised. They are anticipating the completion of this project as announced. If the construction of these projects is not completed, federal funds must be returned because earlier phases of these projects utilized federal funds.

Cost Reduction: With the construction of these projects, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly improved nighttime visibility.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48917.

40.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011005	\$ 567,618.76	\$ 518,756.52
	PROJECT IMG 82021-105707		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - JUNE 10, 2011		-8.61 %

6.39 mi of freeway sign upgrading on I-94 from west of Rawsonville Road to east of Hannan Road in the city of Romulus, Wayne and Washtenaw Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 518,756.52	Same	1 **
Highway Service Company, Inc.	\$ 521,567.45	Same	2
Martell Electric, LLC	\$ 547,938.70	Same	3
Action Traffic Maintenance, Inc.	\$ 555,657.10	Same	4
J & J Contracting, Inc.			

4 Bidders

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

Purpose/Business Case: The 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:

105707A

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: 48180.

41.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011006	\$ 413,209.80	\$ 437,898.87
	PROJECT BHI 41026-106273, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - JUNE 25, 2011		5.97 %

Bridge rehabilitation including structural steel repairs, partial painting, deck patching, substructure repairs, and maintaining traffic on I-96 eastbound and westbound over Coopersville and Marne Railroad in the city of Walker, Kent County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 437,898.87	Same	1 **
J. Slagter & Son Construction Co.	\$ 507,884.50	Same	2
L. W. Lamb, Inc.			
Walter Toebe Construction Company			
Davis Construction, Inc.			
Seaway Painting, L.L.C.			
Three Star Painting, Inc.			
C. A. Hull Co., Inc.			

2 Bidders

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

Purpose/Business Case: MDOT's 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:

106273A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
106371A		
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: 49544.

42.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011024	\$ 483,797.49	\$ 474,040.11
	PROJECT STH 33051-103345		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 13, 2011		
	COMPLETION DATE - SEPTEMBER 20, 2013		-2.02 %

0.36 mi of hot mix asphalt cold milling and resurfacing, minor drainage improvements, concrete curb and gutter, earth work, and slope restoration for center left turn lane on M-52 at Haslett Road, Ingham County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 474,040.11	Same	1 **
Hoffman Bros., Inc.	\$ 475,086.40	Same	2
Dean Holmes Excavating, Ltd.	\$ 477,002.33	Same	3
D. J. McQuestion & Sons, Inc.	\$ 480,939.18	Same	4
C & D Hughes, Inc.	\$ 486,921.88	Same	5
3-S Construction, Inc.	\$ 488,369.43	Same	6
C L Trucking & Excavating, LLC	\$ 497,217.79	Same	7
Fonson, Inc.	\$ 498,825.16	Same	8
Kamminga & Roodvoets, Inc.	\$ 508,117.76	Same	9
Rieth-Riley Construction Co., Inc.	\$ 511,581.11	Same	10
L.J. Construction, Inc.	\$ 558,485.51	Same	11
Service Construction, L.L.C.	\$ 561,545.06	Same	12
Nashville Construction Company	\$ 579,485.71	Same	13
Milbocker and Sons, Inc.			
San Marino Excavating, Inc.			

13 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:

103345A

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: 48840.

43. LETTING OF NOVEMBER 05, 2010
 PROPOSAL 1011025 \$ ENG. EST. 389,092.26 \$ LOW BID 384,857.25
 PROJECT EBSL 41025-102897, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 30, 2011 -1.09 %

62.94 mi of overband crack fill treatment and carpool parking lots at various locations in the cities of Grand Rapids, Kentwood, Coopersville, and Walker, Mecosta, Montcalm, Kent, and Ottawa Counties.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 384,857.25	Same	1 **
Fahrner Asphalt Sealers, L.L.C.	\$ 540,800.26	Same	2
Michigan Joint Sealing, Inc.			
C & D Hughes, Inc.			
Causie Contracting, Inc.			
Interstate Sealant & Concrete, Inc.			

2 Bidders

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

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The purpose is to increase the capacity and encourage the use of the carpool lots. This project consists of crack filling existing carpool lots.

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:

102897A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
102898A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
102899A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
102901A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
102911A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
109128A	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: 49525.

44.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011026	\$ 292,317.34	\$ 246,496.83
	PROJECT STG 63112-102332		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 15, 2011		-15.67 %

15.06 mi of non-freeway signing upgrades on M-24 from Opdyke Road to the Oakland County line, Oakland County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Sterling Sign Co., Inc.	\$ 246,496.83	Same	1 **
J & J Contracting, Inc.	\$ 250,009.28	Same	2
Action Traffic Maintenance, Inc.	\$ 259,491.75	Same	3
J. Ranck Electric, Inc.	\$ 263,560.20	Same	4
Martell Electric, LLC	\$ 296,022.60	Same	5
Highway Service Company, Inc.			
InfraSource Construction, LLC			

5 Bidders

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

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

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

Funding Source:

102332A

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: 48611.

45.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011027	\$ 112,751.66	\$ 103,457.74
	PROJECT NH 82131-110705		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 15, 2011		
	COMPLETION DATE - JUNE 01, 2011		-8.24 %

6.91 mi of crack treatment on M-1 (Woodward Avenue) from M-102 (8 Mile Road) southerly to south of Tuxedo Street/Tennyson Street in the cities of Detroit and Highland Park, Wayne County. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 103,457.74	Same	1 **
Michigan Joint Sealing, Inc.	\$ 150,079.50	Same	2
Interstate Sealant & Concrete, Inc.			
Fahrner Asphalt Sealers, L.L.C.			

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:

110705A
 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: 48203.

46. LETTING OF NOVEMBER 05, 2010 ENG. EST. LOW BID
 PROPOSAL 1011030 \$ 131,962.36 \$ 97,117.41
 PROJECT STG 63071-102339
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2011 -26.41 %

11.57 mi of non-freeway signing on M-15 from I-75 northerly to the north Oakland County line, Oakland County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Sterling Sign Co., Inc.	\$ 97,117.41	Same	1 **
J & J Contracting, Inc.	\$ 101,340.21	Same	2
Action Traffic Maintenance, Inc.	\$ 108,550.74	Same	3
J. Ranck Electric, Inc.	\$ 118,242.92	Same	4
Martell Electric, LLC	\$ 123,735.75	Same	5
Highway Service Company, Inc.			
InfraSource Construction, LLC			

5 Bidders

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

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

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

Funding Source:

102339A

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: 48462.

47.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011039	\$ 152,523.69	\$ 125,292.09
	PROJECT IM 82252-110706		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 15, 2011		
	COMPLETION DATE - JUNE 01, 2011		-17.85 %

13.96 mi of hot mix asphalt crack treatment on I-75 (Chrysler Freeway) from south of Piquette Street northerly to M-102 (8 Mile Road) in the cities of Detroit and Hamtramck, Wayne County. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 125,292.09	Same	1 **
Michigan Joint Sealing, Inc.	\$ 211,245.00	Same	2
Interstate Sealant & Concrete, Inc			
Fahrner Asphalt Sealers, L.L.C.			

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:

110706A
 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 injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48203.

48. LETTING OF NOVEMBER 05, 2010 ENG. EST. LOW BID
 PROPOSAL 1011040 \$ 592,888.13 \$ 553,229.03
 PROJECT EBSL 35012-110656
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 16, 2011
 COMPLETION DATE - JUNE 10, 2011 -6.69 %

6.07 mi of hot mix asphalt cold milling and resurfacing with sidewalk ramp upgrades on M-65 from Railroad Street northerly to Towerline Road, Iosco County. This project includes two 3 year materials and workmanship pavement warranties.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving and Contracting Co.	\$ 553,229.03	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 554,135.53	Same	2
Bolen Asphalt Paving, Inc.	\$ 579,711.53	Same	3

3 Bidders

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

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

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

Funding Source:

110656A
 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: 48739.

49. LETTING OF NOVEMBER 05, 2010 ENG. EST. LOW BID
 PROPOSAL 1011041 \$ 485,082.60 \$ 383,710.00
 PROJECT M 82900-M71180
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2011 -20.90 %

As-needed fence maintenance on various state trunklines,
 Wayne County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rite Way Fence, Inc.	\$ 383,710.00	Same	1 **
RMD Holdings, Ltd.	\$ 473,505.50	Same	2
J. Ranck Electric, Inc.	\$ 569,450.00	Same	3
Future Fence Company	\$ 852,982.50	Same	4
J & J Contracting, Inc.			

4 Bidders

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

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:

M71180

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: 48180.

50. LETTING OF NOVEMBER 05, 2010
 PROPOSAL 1011042 \$ ENG. EST. 179,979.38 \$ LOW BID 190,936.50
 PROJECT MER 06041-111845
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - NOVEMBER 29, 2010
 COMPLETION DATE - JANUARY 28, 2011 6.09 %

Partial superstructure replacement and maintaining traffic on US-23 eastbound connector over M-13, Arenac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
E.T. MacKenzie Company	\$ 190,936.50	Same	1 **
Davis Construction, Inc.	\$ 214,217.22	Same	2
L. W. Lamb, Inc.	\$ 221,074.00	Same	3
J. Slagter & Son Construction Co.	\$ 240,712.96	Same	4
J. E. Kloote Contracting, Inc.	\$ 274,756.80	Same	5
Anlaan Corporation	\$ 275,477.80	Same	6
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.

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:

111845A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48658.

LOCAL PROJECTS

51.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011007	\$ 1,908,532.05	\$ 1,797,624.70
	PROJECT STU 50458-111332, ETC		
	LOCAL AGRMT. 10-5691		% OVER/UNDER EST.
	START DATE - APRIL 01, 2011		
	COMPLETION DATE - JUNE 30, 2011		-5.81 %

3.03 mi of cold milling concrete pavement, hot mix asphalt resurfacing, concrete pavement, curb, and gutter repairs, concrete sidewalk, ADA sidewalk ramps, and earthwork on Metropolitan Parkway from west of Mound Road to Van Dyke Avenue (M-53) and from Dequindre Road to west of Mound Road in the city of Sterling Heights, Macomb County.

5.00 % DBE participation required

	BIDDER	AS-SUBMITTED	AS-CHECKED	
Tony Angelo Cement Construction Co.	\$ 1,797,624.70		Same	1 **
Ajax Paving Industries, Inc.	\$ 1,832,189.06		Same	2
Florence Cement Company	\$ 1,863,535.27		Same	3
Kelcrist Corporation	\$ 1,998,960.86		Same	4
Major Cement Co.	\$ 2,170,835.75		Same	5
Pamar Enterprises, Inc.				
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 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:

111332A		
Macomb County		18.15 %
Federal Highway Administration Funds		81.85 %
111333A		
Macomb County		18.15 %
Federal Highway Administration Funds		81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48312.

52.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011008	\$ 1,443,963.50	\$ 1,164,363.80
	PROJECT STUL 03414-109927		
	LOCAL AGRMT. 10-5655		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - JULY 22, 2011		-19.36 %

0.85 mi of hot mix asphalt road reconstruction including storm sewer, concrete curb, gutter, and sidewalks, sanitary sewer, hot mix asphalt paving, and pavement markings on 48th Street from west of Ottawa Avenue to east of Matt Urban Drive and on Matt Urban Drive from 48th Street to Washington Avenue in the city of Holland, Allegan County.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brenner Excavating, Inc.	\$ 1,164,363.80	Same	1 **
Schippers Excavating, Inc.	\$ 1,189,735.55	Same	2
Nagel Construction, Inc.	\$ 1,199,502.68	Same	3
Al's Excavating, Inc.	\$ 1,199,833.13	Same	4
Oetman Excavating, LLC	\$ 1,216,917.15	Same	5
Dan Hoe Excavating, Inc.	\$ 1,264,116.37	Same	6
Milbocker and Sons, Inc.	\$ 1,275,857.83	Same	7
Georgetown Construction Co.	\$ 1,306,724.38	Same	8
Ron Meyer and Associates Excavating	\$ 1,308,402.75	Same	9
Kentwood Excavating, Inc.	\$ 1,316,572.15	Same	10
Kalin Construction Co., Inc.	\$ 1,325,081.56	Same	11
Diversco Construction Company, Inc.	\$ 1,332,933.83	Same	12
Jack Dykstra Excavating, Inc.	\$ 1,335,245.63	Same	13
Kamminga & Roodvoets, Inc.	\$ 1,343,143.15	Same	14
Dykema Excavators, Inc.	\$ 1,397,633.35	Same	15
Nashville Construction Company	\$ 1,397,910.85	Same	16
Wyoming Excavators, Inc.	\$ 1,491,591.00	Same	17
Connan, Inc.	\$ 1,558,341.00	Same	18
Peters Construction Co.			
Goretski's Construction Company			
Michigan Paving and Materials Comp			
Weick Bros., Inc.			

18 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:

109927A

Federal Highway Administration Funds	70.13 %
City of Holland	29.87 %

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

Funding Source:

105358A		
Clinton County		9.82 %
Federal Highway Administration Funds		75.94 %
State Restricted Trunkline Funds		14.24 %
105362A		
Clinton County		6.93 %
Federal Highway Administration Funds		78.38 %
State Restricted Trunkline Funds		14.69 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48837.

54.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011010	\$ 1,009,332.75	\$ 1,030,142.74
	PROJECT CMG 81400-110665		
	LOCAL AGRMT. 10-5695		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 01, 2011		2.06 %

Signal upgrades along Packard Road at Carpenter Road, Hewitt Road, Ellsworth Road, and Michigan Avenue, Washtenaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 1,030,142.74	Same	1 **
Severance Electric Co., Inc.	\$ 1,036,646.50	Same	2
Metropolitan Power and Lighting	\$ 1,043,481.00	Same	3
Rauhorn Electric, Inc.	\$ 1,115,823.86	Same	4
InfraSource Construction, LLC			
Strain Electric Company			
Martelli Electric, LLC			
Motor City Electric Utilities Comp			
J.R. Howell; Airport Lighting, LLC			
Delta Electrical Contractors			

4 Bidders

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

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

110665A	
Washtenaw County	0.12 %
Federal Highway Administration Funds	99.88 %

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: 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: 48197.

55.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011011	\$ 998,000.00	\$ 834,345.96
	PROJECT BRT 38013-105359		
	LOCAL AGRMT. 10-5669		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 24, 2012		-16.40 %

Bridge removal and replacement with prestressed concrete box beams, placing riprap, approach work, hot mix asphalt paving, and maintaining traffic on East Berry Road at Grand River, Jackson County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. E. Kloote Contracting, Inc.	\$ 834,345.96	Same	1 **
S-L and H Contractors Incorporated	\$ 918,011.29	Same	2
Anlaan Corporation	\$ 929,498.33	Same	3
Milbocker and Sons, Inc.	\$ 937,944.60	Same	4
J. Slagter & Son Construction Co.	\$ 1,076,515.71	Same	5
Walter Toebe Construction Company			
Nashville Construction Company			
E. C. Korneffel Co.			
Bailey Excavating, Inc.			
Kamminga & Roodvoets, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for the 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:

105359A

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

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49277.

56. LETTING OF NOVEMBER 05, 2010
 PROPOSAL 1011014 \$ ENG. EST. 162,315.00 \$ LOW BID 170,837.53
 PROJECT STUL 58171-111368
 LOCAL AGRMT. 10-5664 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2011 5.25 %

0.32 mi of hot mix asphalt cold milling and resurfacing, concrete repairs, curb, gutter, sidewalk, and ADA ramps, and slope restoration on East First Street from Winchester Street to East Front Street in the city of Monroe, Monroe County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Goretski's Construction Company	\$ 170,837.53	Same	1 **
Cadillac Asphalt, L.L.C.	\$ 171,555.09	Same	2
C & D Hughes, Inc.	\$ 174,335.48	Same	3
Florence Cement Company	\$ 175,619.63	Same	4
Ajax Paving Industries, Inc.	\$ 179,766.31	Same	5
Barrett Paving Materials Inc.	\$ 186,180.18	Same	6
Eastlund Concrete Construction	\$ 188,346.88	Same	7
ABC Paving Company	\$ 188,837.50	Same	8
Doan Construction Co.	\$ 196,986.18	Same	9
Major Cement 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:

111368A

Federal Highway Administration Funds	81.85 %
City of Monroe	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: 48161.

57.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011017	\$ 498,084.10	\$ 445,527.41
	PROJECT BHO 80011-102685		
	LOCAL AGRMT. 10-5656		% OVER/UNDER EST.
	START DATE - MARCH 01, 2011		
	COMPLETION DATE - JUNE 30, 2011		-10.55 %

Bridge rehabilitation, superstructure removal, removal and replacement of a portion of the substructure, placement of structure backfill, slope protection, approach work, and maintaining traffic on 59 1/2 Street at Paw Paw River, Van Buren County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 445,527.41	Same	1 **
L. W. Lamb, Inc.	\$ 462,041.60	Same	2
J. E. Kloote Contracting, Inc.	\$ 484,577.52	Same	3
Anlaan Corporation	\$ 506,930.00	Same	4
J. Slagter & Son Construction Co.	\$ 507,478.60	Same	5
Davis Construction, Inc.			
E.T. MacKenzie Company			
Walter Toebe Construction Company			
C. A. Hull Co., Inc.			
Riverworks Construction, Inc.			
McDowell Construction, L.L.C.			
S-L and H Contractors Incorporated			
Kamminga & Roodvoets, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for the rehabilitation of a 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:

102685A

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

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

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

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

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 49057.

58.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011019	\$ 324,558.75	\$ 277,360.16
	PROJECT CMG 25400-111083		
	LOCAL AGRMT. 10-5721		% OVER/UNDER EST.
	START DATE - JUNE 20, 2011		
	COMPLETION DATE - SEPTEMBER 30, 2011		-14.54 %

Traffic signal upgrades and sidewalk ADA ramps on Saginaw Street at Mount Morris Road and Helen Road and on Mount Morris Road at Oakland Street and Walter Street in the city of Mount Morris, Genesee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power and Lighting	\$ 277,360.16	Same	1 **
J. Ranck Electric, Inc.	\$ 294,819.40	Same	2
J.R. Howell; Airport Lighting, LLC	\$ 296,908.42	Same	3
Delta Electrical Contractors	\$ 297,170.40	Same	4
Severance Electric Co., Inc.	\$ 302,946.61	Same	5
Rauhorn Electric, Inc.	\$ 308,743.39	Same	6
Motor City Electric Utilities Comp			
Strain Electric Company			
InfraSource Construction, LLC			

6 Bidders

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

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

Purpose/Business Case: This project is for 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:

111083A

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: 48456.

59.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011020	\$ 294,594.00	\$ 209,883.31
	PROJECT STH 73609-108652		
	LOCAL AGRMT. 10-5688		% OVER/UNDER EST.
	START DATE - APRIL 15, 2011		
	COMPLETION DATE - SEPTEMBER 02, 2011		-28.76 %

0.13 mi of hot mix asphalt cold milling and resurfacing, concrete sidewalk, ADA ramps, traffic signal upgrades, and pavement markings on Genesee Avenue from south of Hess Avenue to north of Hess Avenue in the city of Saginaw, Saginaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J.R. Howell; Airport Lighting, LLC	\$ 209,883.31	Same	1 **
J. Ranck Electric, Inc.	\$ 216,564.64	Same	2
Pyramid Paving and Contracting Co.	\$ 217,097.46	Same	3
Metropolitan Power and Lighting	\$ 219,764.65	Same	4
Saginaw Asphalt Paving Co.	\$ 221,944.02	Same	5
Delta Electrical Contractors	\$ 223,300.61	Same	6
Rauhorn Electric, Inc.	\$ 236,151.25	Same	7
Lois Kay Contracting Co.	\$ 244,301.07	Same	8
Eastlund Concrete Construction	\$ 247,348.15	Same	9
InfraSource Construction, LLC			
Florence Cement Company			
Strain Electric Company			
Severance Electric Co., Inc.			
Motor City Electric Utilities Comp			
A. J. Rehmus & Son, Inc.			

9 Bidders

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

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

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

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

Funding Source:

108652A

Federal Highway Administration Funds	80.00 %
City of Saginaw	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: 48601.

60. LETTING OF NOVEMBER 05, 2010
 PROPOSAL 1011021
 PROJECT HPP 50458-109725, ETC
 LOCAL AGRMT. 10-5707
 START DATE - 10 days after award
 COMPLETION DATE - JULY 01, 2011

ENG. EST. LOW BID
 \$ 1,079,665.00 \$ 1,132,636.49

% OVER/UNDER EST.
 4.91 %

Bridge rehabilitation and resurfacing on Macomb Orchard Trail from the Powell Road/33 Mile Road intersection to the 33 Mile Road/Armada Ridge Road intersection over North Branch Clinton River, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 1,132,636.49	Same	1 **
Pro-Line Asphalt Paving Corp.	\$ 1,176,375.19	Same	2
Florence Cement Company	\$ 1,242,295.18	Same	3
Anlaan Corporation	\$ 1,279,502.64	Same	4
Ajax Paving Industries, Inc.	\$ 1,289,836.48	Same	5
Posen Construction, Inc.	\$ 1,611,190.27	Same	6
Ace Asphalt & Paving Company			
C. A. Hull Co., Inc.			
Novak Construction			
Walter Toebe Construction Company			
Pamar Enterprises, Inc.			
Zito Construction			
L.J. Construction, Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
S-L and H Contractors Incorporated			
Barrett Paving Materials Inc.			

6 Bidders

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

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

Purpose/Business Case: This project is for the rehabilitation of a 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:

109725A		
Macomb County		20.00 %
Federal Highway Administration Funds		80.00 %
111646A		
Macomb County		30.38 %
Federal Highway Administration Funds		69.62 %

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

Risk Assessment: If 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: 48005.

61.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011022	\$ 225,000.00	\$ 186,965.26
	PROJECT STUL 13411-111413		
	LOCAL AGRMT. 10-5657		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - 45 working days		-16.90 %

27.58 mi of overband crack fill in the cities of Battle Creek and Springfield, Calhoun County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Interstate Sealant & Concrete, Inc.	\$ 186,965.26	Same	1 **
Scodeller Construction, Inc.	\$ 188,907.62	Same	2
Fahrner Asphalt Sealers, L.L.C.	\$ 209,223.84	Same	3
Causie Contracting, Inc.	\$ 220,976.00	Same	4
C & D Hughes, Inc.			
Michigan Joint Sealing, 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:

111413A

City of Battle Creek	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: 49015.

62. LETTING OF NOVEMBER 05, 2010
 PROPOSAL 1011023 \$ ENG. EST. 630,666.50 \$ LOW BID 462,555.58
 PROJECT STH 03609-108581
 LOCAL AGRMT. 10-5719 % OVER/UNDER EST.
 START DATE - APRIL 30, 2011
 COMPLETION DATE - JULY 15, 2011 -26.66 %

0.56 mi of hot mix asphalt crushing and shaping, aggregate base, trenching, hot mix asphalt, culvert replacement and extension, and safety upgrades on Riverview Drive from 4th Street to Gene Drive, Allegan County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brenner Excavating, Inc.	\$ 462,555.58	Same	1 **
Milbocker and Sons, Inc.	\$ 468,095.92	Same	2
Weick Bros., Inc.	\$ 509,966.51	Same	3
Kamminga & Roodvoets, Inc.	\$ 512,605.60	Same	4
D. J. McQuestion & Sons, Inc.	\$ 515,952.24	Same	5
Jack Dykstra Excavating, Inc.	\$ 535,613.75	Same	6
C L Trucking & Excavating, LLC	\$ 539,455.50	Same	7
Nashville Construction Company	\$ 539,893.53	Same	8
Schippers Excavating, Inc.	\$ 540,103.68	Same	9
Oetman Excavating, LLC	\$ 540,938.64	Same	10
Hoffman Bros., Inc.	\$ 550,407.35	Same	11
Georgetown Construction Co.	\$ 552,796.81	Same	12
J. Slagter & Son Construction Co.	\$ 561,532.86	Same	13
Peters Construction Co.	\$ 570,287.56	Same	14
Dykema Excavators, Inc.	\$ 590,057.14	Same	15
Kentwood Excavating, Inc.	\$ 603,531.90	Same	16
Al's Excavating, Inc.	\$ 608,532.75	Same	17
Nagel Construction, Inc.			
Davis Construction, Inc.			
Rieth-Riley Construction Co., Inc.			
Langlois & Sons Excavating, Inc.			
Wonsey Tree Service, Inc.			
Superior Asphalt, Inc.			

17 Bidders

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

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

Purpose/Business Case: This project is for 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:

108581A	
Allegan County	20.69 %
Federal Highway Administration Funds	79.31 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49080.

63.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011028	\$ 249,614.65	\$ 248,994.50
	PROJECT STH 41609-108616		
	LOCAL AGRMT. 10-5710		% OVER/UNDER EST.
	START DATE - APRIL 15, 2011		
	COMPLETION DATE - SEPTEMBER 01, 2011		-0.25 %

Traffic and pedestrian signal upgrades, sidewalk ramps, and permanent pavement markings on Leonard Street at Ball Street, Fuller Avenue, and Leffingwell Avenue in the city of Grand Rapids, Kent County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power and Lighting	\$ 248,994.50	Same	1 **
Strain Electric Company	\$ 248,998.50	Same	2
Delta Electrical Contractors	\$ 267,455.71	Same	3
J. Ranck Electric, Inc.	\$ 273,245.18	Same	4
Martell Electric, LLC	\$ 281,316.00	Same	5
J.R. Howell; Airport Lighting, LLC	\$ 285,691.51	Same	6
Rauhorn Electric, Inc.	\$ 322,740.80	Same	7
Windemuller Electric, Inc.			
Motor City Electric Utilities Comp			
Severance Electric Co., Inc.			
InfraSource Construction, LLC			

7 Bidders

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

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

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

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

Funding Source:

108616A
 Federal Highway Administration Funds 80.00 %
 City of Grand Rapids 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: 49505.

64.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011032	\$ 266,711.05	\$ 274,286.55
	PROJECT STH 61609-108641		
	LOCAL AGRMT. 10-5650		% OVER/UNDER EST.
	START DATE - MARCH 01, 2011		
	COMPLETION DATE - APRIL 30, 2011		2.84 %

1.30 mi of traffic signal upgrades and box span configuration on Laketon Avenue at Hoyt Street, Wood Street, Getty Street, and at Roberts Street in the city of Muskegon, Muskegon County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 274,286.55	Same	1 **
Metropolitan Power and Lighting	\$ 278,886.05	Same	2
Martell Electric, LLC	\$ 285,286.75	Same	3
Delta Electrical Contractors	\$ 291,475.53	Same	4
J. Ranck Electric, Inc.	\$ 298,855.79	Same	5
J.R. Howell; Airport Lighting, LLC	\$ 301,579.54	Same	6
Windemuller Electric, Inc.	\$ 308,269.30	Same	7
Severance Electric Co., Inc.	\$ 311,465.99	Same	8
Rauhorn Electric, Inc.	\$ 313,916.00	Same	9

9 Bidders

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

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

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

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

Funding Source:

108641A

Federal Highway Administration Funds	77.35 %
City of Muskegon	22.65 %

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: 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: 49442.

65. LETTING OF NOVEMBER 05, 2010
 PROPOSAL 1011033 \$ ENG. EST. 641,080.00 \$ LOW BID 617,292.54
 PROJECT BRO 53005-102602
 LOCAL AGRMT. 10-5684 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 30, 2011 -3.71 %

Bridge removal and replacement with 54-inch prestressed concrete I-beams, slope protection, approach work, and maintaining traffic on North Darr Road at Big Sable River, Mason County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 617,292.54	Same	1 **
L. W. Lamb, Inc.	\$ 667,081.00	Same	2
J. E. Kloote Contracting, Inc.	\$ 693,926.00	Same	3
Anlaan Corporation	\$ 699,998.54	Same	4
J. Slagter & Son Construction Co.	\$ 713,607.14	Same	5
S-L and H Contractors Incorporated			
Kamminga & Roodvoets, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for the 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:

102602A	
Mason County	5.15 %
Federal Highway Administration Funds	79.87 %
State Restricted Trunkline Funds	14.98 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49411.

66.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011034	\$ 506,821.80	\$ 463,279.27
	PROJECT BRO 47004-102576		
	LOCAL AGRMT. 10-5683		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2011		-8.59 %

Bridge removal and replacement with 17-inch prestressed concrete box beams, structure backfill, slope protection, approach work, and maintaining traffic on North Latson Road at Yellow River Drain, Livingston County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. E. Kloote Contracting, Inc.	\$ 463,279.27	Same	1 **
Milbocker and Sons, Inc.	\$ 474,209.47	Same	2
S-L and H Contractors Incorporated	\$ 480,982.12	Same	3
Nashville Construction Company	\$ 495,625.08	Same	4
E.T. MacKenzie Company	\$ 495,807.50	Same	5
Anlaan Corporation	\$ 504,500.77	Same	6
Heystek Contracting, Inc.	\$ 535,522.50	Same	7
J. Slagter & Son Construction Co.	\$ 571,351.49	Same	8
Walter Toebe Construction Company			
McDowell Construction, L.L.C.			

8 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

Funding Source:

102576A
 Livingston County 5.09 %
 Federal Highway Administration Funds 79.92 %
 State Restricted Trunkline Funds 14.99 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48843.

67. LETTING OF NOVEMBER 05, 2010 ENG. EST. LOW BID
 PROPOSAL 1011035 \$ 364,776.40 \$ 316,986.01
 PROJECT BHO 80011-102684
 LOCAL AGRMT. 10-5700 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 30, 2011 -13.10 %

Bridge rehabilitation, timber superstructure removal and replacement, placement of structure backfill, slope protection, approach work, and maintaining traffic on Pinery Road at Paw Paw River, Van Buren County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
McDowell Construction, L.L.C.	\$ 316,986.01	Same	1 **
Milbocker and Sons, Inc.	\$ 328,588.11	Same	2
J. E. Kloote Contracting, Inc.	\$ 346,349.20	Same	3
L.J. Construction, Inc.	\$ 359,756.01	Same	4
L. W. Lamb, Inc.	\$ 361,110.16	Same	5
Anlaan Corporation	\$ 372,583.10	Same	6
Riverworks Construction, Inc.	\$ 390,981.00	Same	7
J. Slagter & Son Construction Co.	\$ 464,488.98	Same	8
Kamminga & Roodvoets, Inc.			
Davis Construction, Inc.			
S-L and H Contractors Incorporated			

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 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:

102684A

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

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

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

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

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 49057.

68.	LETTING OF NOVEMBER 05, 2010	ENG. EST.	LOW BID
	PROPOSAL 1011037	\$ 391,662.50	\$ 238,375.85
	PROJECT STH 73609-108653		
	LOCAL AGRMT. 10-5680		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - MAY 30, 2011		-39.14 %

0.75 mi of permanent signing and pavement markings, traffic installation, and sidewalk ADA ramps on Bay Street from Court Street to State Street in the city of Saginaw, Saginaw County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power and Lighting	\$ 238,375.85	Same	1 **
J.R. Howell; Airport Lighting, LLC	\$ 255,830.16	Same	2
J. Ranck Electric, Inc.	\$ 260,189.56	Same	3
Geiersbach Construction, Inc.	\$ 261,323.25	Same	4
Rauhorn Electric, Inc.	\$ 263,385.85	Same	5
Delta Electrical Contractors	\$ 267,429.65	Same	6
F & M Construction Company, LLC	\$ 375,623.75	Same	7
Severance Electric Co., Inc.			
A. J. Rehms & Son, Inc.			
Eastlund Concrete Construction			
Strain Electric Company			

7 Bidders

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

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

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

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

Funding Source:

108653A

Federal Highway Administration Funds	80.00 %
City of Saginaw	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: 48602.

Funding Source:

84666A
 City of Ann Arbor 20.13 %
 Federal Highway Administration Funds 79.87 %
 (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: 48104.

REAL ESTATE

70. LETTING OF NOVEMBER 05, 2010 ENG. EST. LOW BID
 PROPOSAL 1011029 \$ 210,000.00 \$ 193,905.95
 PROJECT HPSL 70114-86168B1
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 26, 2011 -7.66 %

Demolition of department-owned real estate, Ottawa County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hallack Contracting, Inc.	\$ 193,905.95	Same	1 **
Schippers Excavating, Inc.	\$ 197,862.50	Same	2
Dan Hoe Excavating, Inc.	\$ 207,910.00	Same	3
E.T. MacKenzie Company	\$ 223,263.00	Same	4
Pitsch Wrecking Company	\$ 234,800.00	Same	5
Triangle Excavators, Inc.	\$ 276,630.00	Same	6
Homrich Wrecking, Inc.	\$ 279,965.00	Same	7
Bierlein Companies, Inc.	\$ 297,270.00	Same	8
Milbocker and Sons, Inc.	\$ 374,180.00	Same	9
D. J. McQuestion & Sons, Inc.			
Wonsey Tree Service, Inc.			

9 Bidders

Criticality: The purpose of demolition projects is to remove improvements from the property acquired for highway construction and associated work. The building needs to be demolished to make way for the continued expansion, repair and safety of state trunklines. Demolishing the building eliminates the expense of numerous and costly repairs and ongoing maintenance cost and avoids potential liability from trespassers and potential health risk due to noncompliance with state and local ordinances. Complying with State and local ordinances adds additional time to projects. By demolishing the building and taking care of these issues now when construction later takes place delays will be held to a minimum.

Purpose/Business Case: This project is to remove building improvements from property acquired for highway project known as "Highway M-231 (New Route - Holland Bypass)" - located in Ottawa County.

Benefit: Demolishing of these building improvements is required for the construction of this highway project in Ottawa County. It is necessary that all such improvements be removed and the land cleared so that scheduled construction can commence for the schedule bridge(s) and road construction phases. The construction and completion of this road project serves to provide jobs to the state and local economies while greatly enhancing the transportation infrastructure that will support economic growth in the region and state.

Commitment Level: The contract cost is based on the best estimate of probable demolition costs. The contractor's final cost will be based on unit prices bid by the contractor.

Funding Source:

86168B1

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

Risk Assessment: Demolition of these improvements will help the State avoid any potential liability or legal issues involving the public for vacant and nuisance properties.

Cost Reduction: The demolition of the improvements would eliminate maintenance costs.

New Project Identification: Demolition.

Selection: Low bid.

Zip Code: 49401 & 49448.

POST-AWARD REPORTING

LOCAL PROJECT

71.	LETTING OF AUGUST 06, 2010	ENG. EST.	LOW BID
	PROPOSAL 1008077	\$ 1,463,460.50	\$ 1,744,841.61
	PROJECT ARU 82400-106817		
	LOCAL AGRMT. 10-5542		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2012		19.23 %

0.29 mi of pavement removal, cold milling, curb and gutter, storm sewer, hot mix asphalt paving, concrete sidewalks, concrete building vault reconstruction, street lighting, pavement markings, and streetscape amenities on Michigan Avenue from Cass Avenue easterly to Woodward Avenue in the city of Detroit, Wayne County.

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

20.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 1,744,841.61	Same	1 **
Dan's Excavating, Inc.	\$ 1,744,941.52	Same	2
Cadillac Asphalt, L.L.C.			

2 Bidders

EXTRA

72. **Extra 2010 - 147**

Control Section/Job Number: 82400-104602 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Brenca Contractors, Inc.
26079 Schoenherr Rd
Warren, MI 48089-1437

Designed By: DLZ

Engineer's Estimate: \$ 878,863.75

Description of Project:

Bridge rehabilitation including deck replacement, painting, and minor approach work on Lafayette Street over the Dequindre Cut in the city of Detroit, Wayne County.

Administrative Board Approval Date:	October 16, 2009	
Contract Date:	November 16, 2009	
Original Contract Amount:	\$783,111.58	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>67,074.00</u>	<u>+ 8.57%</u>
Revised Total	<u>\$850,185.58</u>	+ 8.57%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$783,111.58.

Approval of this extra will place the authorized status of the contract 8.57% or \$67,074.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r.1

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

CM 1

Sign, Type IA, Temp	12.50 Sft @ \$7.44/Sft	\$93.00
Conduit, Fiberglass, 5 inch	800.00 Ft @ \$50.40/Ft	40,320.00
Fence, Chain Link, 72 inch	220.00 Ft @ \$14.70/Ft	3,234.00
Rem and Disposal of Asbestos Materials	9,819.00 Dlr @ \$1.00/Dlr	9,819.00
Top Flanges and Beam Ends, Clean & Coat	108.00 Syd @ \$126.00/Syd	13,608.00
Total		<u>\$67,074.00</u>

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

CM 1

There are no existing stop signs at eastbound Lafayette Street and Orleans Street. The engineer directed the contractor to place temporary stop signs at Orleans Street, and to make it safer for pedestrians who have been detoured from Lafayette. The extra cost for Sign, Type IA, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The engineer directed the contractor to provide a price for 5-inch fiberglass conduits that go under the Lafayette Bridge through the diaphragm holes that were provided for the Detroit Power and Lighting conduits. This conduit were shown on the plans, but was erroneously not included in the contract items. The conduits had to be placed to complete the electrical system going across the bridge and will have to be compensated to the contractor. The extra cost for Conduit, Fiberglass, 5 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The engineer directed the contractor to place a 6-foot cyclone chain link fence across each end of Lafayette Bridge to prevent pedestrians from entering work area. This was necessary because pedestrians continued to enter the work area after the placement of a temporary fence, which was a public safety concern. Therefore, the engineer directed the installation of the cyclone fence for additional safety measures, and it deterred pedestrians from entering the construction zone more effectively than the temporary fence. The extra cost for Fence, Chain Link, 72 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The old existing plans showed approximately 2.5 percent by weight of short fiber asbestos in the backwalls of the bridge deck around conduit for Detroit Edison and Michcon Consolidated Gas Companies. No item or budget amount was set up in project documents to remove asbestos from bridge deck, only asbestos notification as identified in the contract special provision. The engineer verified all documentation and calculations. The cost for the Rem and Disposal of Asbestos Materials was based on Section 109.07 - Force Account Work - of the 2003 Standard Specifications for Construction, which is to be used when MDOT and the contractor cannot come to an agreement on the price of an extra, and was deemed reasonable by the engineer.

The blast cleaning and coating of the top flanges and bridge beam-ends were not set up in the contract, but is necessary to paint top and beam ends to prevent corrosion. The extra cost for Top Flanges and Beam Ends, Clean & Coat was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Administrative Board on November 16, 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: FHWA, 81.85%; City of Detroit, 18.15%, 100%, unless otherwise noted

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

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

OVERRUNS

73. **Overrun 2010-036**

Control Section/Job Number: 33400-102211 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Cadwell Bros. Construction Company
4837 W Grand River Ave
Lansing, MI 48906-9122

Designed By: C2AE
Engineer's Estimate: \$ 351,015.60

Description of Project:

0.20 mi of hot mix asphalt road reconstruction, storm sewer improvements, and concrete curb and gutter on Waverly Road at Holmes Road in the city of Lansing, Ingham County.

Administrative Board Approval Date:	June 16, 2009	
Contract Date:	July 16, 2009	
Original Contract Amount:	\$334,851.59	
Total of Overruns/Changes (Approved to Date):	33,485.16	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	29,741.60	+ 8.88%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>7,816.84</u>	<u>+ 2.33%</u>
Revised Total	<u>\$405,895.19</u>	+ 21.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.88% over the original budget for an **Authorized to Date Amount** of \$398,078.35.

Approval of this overrun will place the authorized status of the contract 21.21% or \$71,043.60 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Mrkg, Type NR, Tape, 4", Yellow Tem	5,764.60 Ft @ \$0.94/Ft	\$5,418.72
Slope Restoration	551.292 Syd @ \$4.35/Syd	<u>2,398.12</u>
Total		<u>\$7,816.84</u>

Reason(s) for Overrun(s):

The project was initially designed to be constructed as a "road closed" project. Due to business concerns, the city revised the project to a part width construction, requiring the increased use of temporary pavement markings. The slope restoration area behind the curb was underestimated in the original design on the east side of the road, in part due to relocations of utility poles and gas main work.

This Overrun is recommended for approval by the State Administrative Board on November 16, 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: FHWA, 75.55%; City of Lansing, 24.45%; unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48911.

74. **Overrun 2010-037**

Control Section/Job Number: 70609-105052 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Schippers Excavating, Inc.
9829 Lake Michigan Dr
West Olive, MI 49460-9645

Designed By: Ottawa County Road Commission
Engineer's Estimate: \$ 655,117.45

Description of Project:

0.53 mi of horizontal and vertical curve modifications, pavement removal, earth excavation, subbase, aggregate base, hot mix asphalt, storm sewer, sanitary sewer, and safety upgrades on Perry Street at 96th Avenue, Ottawa County.

Administrative Board Approval Date:	August 18, 2009	
Contract Date:	August 28, 2009	
Original Contract Amount:	\$529,448.77	
Total of Overruns/Changes (Approved to Date):	52,944.88	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	94,310.97	+ 17.81%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>14,038.95</u>	+ 2.65%
Revised Total	<u>\$690,743.57</u>	+ 30.46%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 27.81% over the original budget for an **Authorized to Date Amount** of \$676,704.62.

Approval of this overrun will place the authorized status of the contract 30.46% or \$161,294.80 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Driveway, Nonreinf Conc, 6 inch	392.20 Syd @ \$25.50/Syd	\$10,001.10
HMA, 13A	68.4381 Ton @ \$59.00/Ton	<u>4,037.85</u>
Total		<u>\$14,038.95</u>

Reason(s) for Overrun(s):

This project had inadvertent plan quantity omissions that attributed to the overrun in the above contract items of work. The proposed plan for paving the project using the hot mix asphalt material-13A was placed to meet the department's road design standards. One additional driveway was reconstructed using a non-reinforced concrete pavement due to surface grade elevations. This was necessary because of the mainline resurfacing grade raise, which created an elevation differential with the driveway. These increases all benefited the motorist for safety and improved drainage on the project.

This Overrun is recommended for approval by the State Administrative Board on November 16, 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: FHWA, 71.74%; Ottawa County, 28.26%; unless otherwise noted.

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

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49464.

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,


Kirk T. Steudle
Director



November 16, 2010 No. 110

JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION

KIRK T. STEUDLE
DIRECTOR

November 10, 2010

Ms. Sherry Bond, Secretary
State Administrative Board
P. O. Box 30026
Lansing, Michigan 48909

Dear Ms. Bond:

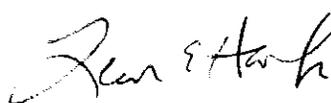
The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for all maintenance/construction contracts \$25,000 or greater prior to commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510.09 Emergency Purchases, a letter describing the emergency and action taken shall be submitted to notify the SAB, Civil Service Commission, and other sources, if applicable.

On August 30, 2010, MDOT discovered a collapsed drainage structure with a large void near the I-275 and 5 Mile Road overpass in the city of Livonia. The collapsed structure caused water to significantly erode the area and given the proximity of the drainage structure to the overpass, MDOT determined that an emergency contract was necessary because of the imminent threat to the structural integrity of the trunkline.

The Taylor Transportation Service Center Maintenance staff provided as-built plans to potential bidders. On August 31, 2010, those plans and specifications were sent to three MDOT prequalified contractors and three bids were received. Angelo Iafrate was awarded the contract as the low bidder at \$30,500. During construction, it was found that the lead drainage pipe was clogged with debris and additional video taping and sewer cleanout was necessary; the revised contract amount was \$36,500 and was paid on direct purchase order 591N0205428. The work was completed and roadway opened on September 23, 2010.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517-241-2674.

Sincerely,


for Kirk T. Steudle
Director

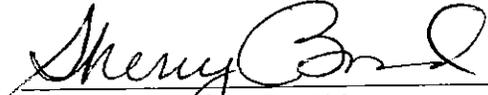
Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of November 10, 2010. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting of November 10, 2010, be approved and adopted with Item 19 of the Transportation agenda withdrawn by the Department of Transportation at the State Administrative Board meeting on November 16, 2010. The motion was supported by Mr. Isom and unanimously approved.

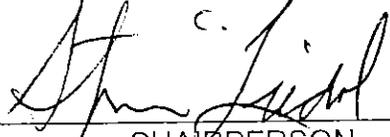
8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Ms. MacDowell moved to adjourn the meeting. The motion was supported by Mr. DeBano and unanimously approved. Mr. Liedel adjourned the meeting.


SECRETARY


CHAIRPERSON