

APPROVED

January 18, 2011

Michigan State
Administrative Board

Lansing, Michigan

December 21, 2010

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, December 21, 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
Frank Monticello, Assistant Attorney General, representing Michael A. Cox,
Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert
J. Kleine, State Treasurer
Janet Laverty, Director, Office of Financial Management, representing Michael
P. Flanagan, Superintendent of Public Instruction
Leon Hank, Chief Administrative Officer, Contract Services Division,
representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Matt Keck, Department of Attorney General; Steve Motz, Pat Mullen, Janet Rouse, Sergio Paneque, TeAnn Smith, Department of Technology, Management and Budget; Deana Grover, Leon Hank, Jean Ingersoll, Department of Transportation; Len Wolfe, Dykema Gossett; Kirk Profit, Government Consultant Services, Inc.; John Pirich, Honigman Miller Schwartz and Cohn LLC; Dusty Fancher, Midwest Strategy Group

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:

Mr. Hank moved that the minutes of the regular meeting of December 7, 2010, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

NONE

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

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 December 14, 2010. Those present being:

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

Member: _____, representing Approved _____
Lt. Governor Cherry

Member: Corina Pena Andorfer, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Sherry Bond, Steve
Motz, Pat Mullen, Sergio Paneque, Janet Rouse, TeAnn Smith,
Department of Technology, Management and Budget; Len Wolfe, Dykema,
Gossett

The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

December 14, 2010 / December 21, 2010
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, FENTON –
Fisherman's Landing Site – Remedial Excavation
File No. 761/08327.SAR - Index No. 44301
Low Responsive Bidder: Clean Harbors Environmental Services, Norwell;
\$281,606.68

Purpose/Business Case

The purpose of this contract is to excavate/remove contaminated soil and restore the site. The site is a former marina and bait shop with a leaking underground storage tank (UST). The UST has been removed, but subsequent investigation identified petroleum contamination at the site.

Benefit

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

Funding

100% Refined Petroleum Fund

Commitment

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

Risk

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

Zip Code

48430

MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS

2. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, LANSING
– All Complexes - Security Upgrade
File No. 071/03480.SJU - Index No. 11538
That the contract for professional services with CDM Michigan, Inc. of Lansing be increased \$ 18,464.00

Purpose/Business Case

The purpose of this modification is to investigate and make a recommendation to correct the premature gate closure at the Grand Tower, Constitution Hall, Cass, Austin, Williams, Hannah, and Mason buildings.

Benefit

The State will benefit by determining the cause of the problem and preventing potential accidents at the security gates.

Funding Source

100% State Building Authority Fund

Commitment

The professional services contract modification will be paid on an hourly/direct payroll basis plus reimbursables. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this modification will result in decreased security and potential accidents at the gates.

Zip Code

Various

3. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, CALHOUN COUNTY - Enbridge Spill/Tamidge Creek/Kalamazoo River Site – Technical Support Services
File No. 761/10403.SAR - Index No. 44501
That the contract for professional services with Weston Solutions, Inc., Okemos, be increased \$500,000.00 on a billing rate basis, plus reimbursables, to provide additional technical support services.

Purpose/Business Case

The purpose of this modification is to provide additional technical support services for the ongoing Enbridge Oil Spill (EOS) in Marshall Township. In July 2010, a pipeline ruptured and released an estimated 819,000 gallons of oil to Talmadge Creek and the Kalamazoo River. The United States Environmental Protection Agency (EPA) and the agency implemented emergency abatement measures to control the spill and have entered into enforceable orders with Enbridge. Weston provided the technical support to EPA and the agency. A gradual transition from emergency and recovery phase to response and restoration phase is in progress. The professional will continue to provide the critical support in the form of liable party oversight, field oversight, condition

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documentation, liable party submittal review, data collection, and management, technical, and regulatory reviews of Enbridge documents and participation in EOS meetings. The professional will compile data, prepare, and submit activity reports to the agency.

Benefit

The state will benefit by ensuring protection of the environment and complying with environmental regulations.

Funding Source

100% Cleanup and Redevelopment Fund

Commitment

The professional services contract modification will be paid on billing rate basis plus reimbursables. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this modification will result in not getting the continued professional assistance needed to protect the environment and oversee cleanup activities implemented to comply with environmental regulations.

Zip Code

Various

RESOLUTION

4. Resolution of the State Administrative Board Approving a Construction and Completion Assurance Agreement, the Conveyance of Property and a Lease for the Michigan State Police State Police Headquarters

Legislative Background

Project	Public Act	Total Cost	SBA Share	GF/GP Share	Concurrent Resolution	Date Approved
MSP Headquarters	PA133 of 2009	\$52,000,000	\$52,000,000	\$0	SCR 58 of 2010	12/3/2010

Purpose/Business Case

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreement between the State Building Authority and the State of Michigan, the conveyance of the Facility to the Authority, and the form of the Lease.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

The approval of this resolution will allow the State Building Authority to finance the project with short-term commercial paper notes.

Funding Source/ Commitment Level

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition phase of the project. The short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from

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the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range:

MSP State Police Headquarters
\$3,840,000 - \$4,389,000

Risk Assessment

Without approval of this resolution, the project cannot be financed or conveyed to the SBA. As a result, the SBA cannot relieve the General Fund at the time the State exercises its option to purchase.

Zip Code

48933

Ms. MacDowell presented the Building Committee Report for the regular meeting of December 14, 2010. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of December 14, 2010, be approved and adopted. The motion was supported by Mr. DeBano and unanimously approved.

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 December 14, 2010. Those present being:

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

Member: Corina Pena Andorfer, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Steve Motz, Sergio Paneque, Janet Rouse, Department of
Management and Budget; Len Wolfe, Dykema, Gossett

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

Following discussion, Ms. Lopez moved that the regular, supplemental,
and Recovery Act Funds agendas be recommended to the State
Administrative Board for approval with Item 25(1) of the regular agenda
approved contingent upon approval by the Michigan Commission of
Agriculture and the Renaissance Zone Review Board on December 15, 2010.
The motion was supported by Ms. Andorfer and unanimously adopted.

Ms. MacDowell adjourned the meeting.

*At the State Administrative Board meeting on December 21, 2010, Item
22(1) of the regular agenda was withdrawn.*

A G E N D A

12/21/2010 12:00 version

FINANCE AND CLAIMS COMMITTEE

December 14, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

December 21, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1. DEPARTMENT OF CORRECTIONS

1)	Krueger International, Inc. Milwaukee, WI	\$ 68,530.00 Total FY11 100% Revolving Fund <i>Correctional Industries Revolving Fund</i> One-time purchase of pedestal chair components for Michigan State Industries
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2. DEPARTMENT OF COMMUNITY HEALTH

1)	Creative Arts Therapies, Inc. Detroit, MI	\$ 45,000.00 Total FY11 100% Federal Fund Ten-month agreement to provide therapy for children with emotional impairment/mental illness at the Hawthorn Center
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3. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1)	Michael E. Kelly, MD Watervliet, MI	\$ 149,040.00 Total FY11-13 100% Federal Fund (Rehabilitation Act) Contractor will provide part- time Physician services (8 hours per week) to disabled MCTI students
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4. DEPARTMENT OF HUMAN SERVICES

- 1) Eaton County Intermediate School District
Charlotte, MI
NOT TO EXCEED
\$ 26,400.00 Total
FY11-13 100% Federal Fund
Two-year, 9-month contract
for home visitation parent
education program in Eaton
County

- 2) Highfields, Inc.
Onondaga, MI
NOT TO EXCEED
\$ 126,412.00 Total
FY11-13 100% Federal Fund
Two-year, 9-month contract
for home visitation parent
education and preservation
program in Eaton County

- 3) McBride Quality Care
Services, Inc.
Mt. Pleasant, MI
NOT TO EXCEED
\$ 29,276.50 Total
FY11-13 100% Federal Fund
Two year, 9 month contract
for Wraparound Coordination
Services in Isabella County

- 4) Various CTFDS11-Series
(Listing on file)
NOT TO EXCEED
\$ 1,205,001.45 Total
FY11-14 37% Federal Fund
63% Restricted Fund
*Children's Trust Fund check off
and license plate donations and
Children's Trust Fund Reserve Fund*
Three-year, 9-month contract
for Child Abuse and Prevention
services - Statewide

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

5. DEPARTMENT OF CORRECTIONS

- 1) Various Sex Offender Counseling Providers
(Listing on file) \$ 435,000.00 Amendment
\$ 3,390,650.00 New Total
FY11 100% General Fund
Additional funding to continue sex offender counseling services

- 2) Various Outpatient Substance Abuse Treatment Providers
(Listing on file) \$ 300,000.00 Amendment
\$ 4,410,000.00 New Total
FY11 100% General Fund
Additional funding to continue outpatient substance abuse treatment services

- 3) Various Michigan Prisoner Re-Entry Initiative Providers
(Listing on file) \$ 9,133,220.00 Amendment
\$ 80,946,194.00 New Total
FY11 100% General Fund
Additional funding to continue Michigan Prisoner Re-Entry Initiative services

6. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Long Forestry Merritt, MI \$ 0.00 Amendment
\$ 3,000,000.00 New Total
FY11 100% Restricted Fund
Forest Development Fund
Adding a prequalified Contractor to the previously approved timber sale preparation project

SECTION III - AGENCY SUBMITTED - NEW GRANTS

7. DEPARTMENT OF COMMUNITY HEALTH

- 1) Voices of Detroit Initiative Detroit, MI \$ 150,127.00 Total
FY11 92% Federal Fund
8% Restricted Fund
Michigan Health Initiative Fund
Nine-month grant agreement to provide funding for HIV early intervention services

7. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|--|---|
| 2) | St John Community Health Corporation
Warren, MI | \$ 55,000.00 Total
FY11 100% Federal Fund
Nine-month grant agreement to provide funding for program activities to reduce health disparities |
| 3) | Muskegon Community Health Project
Muskegon, MI | \$ 50,611.00 Total
FY11 100% Federal Fund
Nine-month grant agreement to provide funding for program activities to reduce health disparities |
| 4) | Grand Rapids African American Health Institute
Grand Rapids, MI | \$ 53,000.00 Total
FY11 100% Federal Fund
Nine-month grant agreement to provide funding for program activities to reduce health disparities |
| 5) | Asian Center of Southeast MI
Southfield, MI | \$ 55,000.00 Total
FY11 100% Federal Fund
Nine-month grant agreement to provide funding for program activities to reduce health disparities |
| 6) | National Kidney Foundation of Michigan
Ann Arbor, MI | \$ 40,000.00 Total
FY11 100% Federal Fund
Nine-month grant agreement to provide funding for program activities to reduce health disparities |
| 7) | Special Needs Vision Clinic
Saginaw, MI | \$ 50,000.00 Total
FY11 100% General Fund
Nine and half month-grant agreement to provide funding for vision services to children with special health care needs |

8. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

- 1) The Honorable Dave Bing, \$ 36,750.00 Total
 Mayor for Detroit Workforce FY11 100% Federal Fund
 Development Department (Workforce Investment Act)
 Detroit, MI Grantee will receive federal
 WIA funding to work with Health
 Management Systems of America
 to train 36 employees as a
 layoff aversion strategy

- 2) Mr. Eddie Foxx, Chairman, \$ 44,000.00 Total
 For Great Lakes Bay FY11 100% Federal Fund
 Michigan Works! (Workforce Investment Act)
 Saginaw, MI Grantee will receive federal
 WIA funding to work with GM's
 Bay City plant to provide
 advanced technical training to
 40 employees in robotics,
 controls and welding

- 3) Ms. Henrietta Sparks, \$ 110,000.00 Total
 Commissioner for Michigan FY11 100% Federal Fund
 Works! Career Alliance, (Workforce Investment Act)
 Inc. Grantee will receive federal
 Corunna, MI WIA funding to work with GM's
 Flint Engine Plant to provide
 advanced training to employees
 in robotics, controls,
 pneumatics and CNC machining

- 4) Ms. Henrietta Sparks, \$ 247,500.00 Total
 Commissioner For Michigan FY11 100% Federal Fund
 Works! Career Alliance, (Workforce Investment Act)
 Inc. Grantee will receive federal
 Corunna, MI WIA funding to work with GM's
 Flint Regional Complex to
 provide advanced training to
 employees in robotics, controls
 and welding

8. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH continued

- 5) Rotary Club of Plymouth AM
Plymouth, MI \$ 250,000.00 Total
FY11 100% General Fund
Grantee will receive partial
funding to assist in the
construction of a "Miracle
League Field" in Plymouth, MI
as a site for all Michigan
disabled children to have the
opportunity to play baseball
- 6) Mr. Al Haidous, Mayor, for
Southeast Michigan
Community Alliance (SEMCA)
Taylor, MI \$ 451,000.00 Total
FY11 100% Federal Fund
(Workforce Investment Act)
Grantee will receive federal
WIA funding to work with GM's
Detroit Hamtramck plant to
provide advanced training to
employees to support energy
efficient vehicle production
- 7) Michigan Energy Efficiency
Grants
(Listing on file) \$ 5,000,000.00 Total
FY11-14 100% Restricted Fund
*Low Income and Energy
Efficiency Fund*
The Grantees will implement
operating programs developed by
the applicant which design and
facilitate the installation and
operation of small scale, on-
site energy systems using
renewable energy sources and
energy upgrades at multiple
Michigan public and private
schools, colleges and
universities

9. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- | | | |
|----|--|--|
| 1) | Houghton Keweenaw
Conservation District
Houghton, MI | \$ 915,500.00 Total
FY11 100% Federal Funds
Funding to facilitate and
support a Coastal Land Estuarine
Conservation Program for
land acquisition that will
further the objectives of the
Coastal Management Program |
| 2) | Various
(Listing on file) | \$ 170,925.00 Total
FY11 100% Restricted Funds
<i>Snowmobile Registration Fee Fund</i>
Funding for law enforcement on
snowmobile trails |
| 3) | Various
(Listing on file) | \$ 108,534.00 Total
FY11 100% Federal Funds
Funding for wellhead
protection activities |

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

10. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|--|--|
| 1) | Sacred Heart Rehabilitation
Center, Inc.
Memphis, MI | \$ 112,007.00 Amendment
\$ 448,723.00 New Total
FY11 100% Federal Fund
Additional funds for one-year
grant agreement to provide
funding for continuum of care
services to persons living with
HIV/AIDS |
| 2) | Grand Traverse Band of
Ottawa and Chippewa
Peshawbestown, MI | \$ 2,444.00 Amendment
\$ 26,885.00 New Total
FY11 91% Federal Fund
9% Local Funds
Additional funds for one-year
grant agreement for continuing
the Tribal Health Program in
the area of bioterrorism
planning and preparedness |

10. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|---|--|
| 3) | Bay Mills Indian Community
Brimley, MI | \$ 2,470.00 Amendment
\$ 27,171.00 New Total
FY11 91% Federal Fund
9% Local Funds
Additional funds for one-year
grant agreement for continuing
the Tribal Health Program in
the area of bioterrorism
planning and preparedness |
| 4) | Keweenaw Bay Indian Community
Medical Clinic
Baraga, MI | \$ 2,774.00 Amendment
\$ 30,521.00 New Total
FY11 91% Federal Fund
9% Local Funds
Additional funds for one-year
grant agreement for continuing
the Tribal Health Program in
the area of bioterrorism
planning and preparedness |
| 5) | Various Vendors
(Listing on file) | \$ 2,250,000.00 Amendment
\$100,352,374.00 New Total
FY11 100% Various Funds
<i>See bid tab for list of funds</i>
Additional funds for one-year
grant agreement to provide
funding for the Substance Abuse
Coordinating Agencies to
administer and purchase
substance abuse treatment and
prevention services for
Michigan residents |

11. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Low-Income Energy Assistance Grants
(Listing on file)

\$ 3,000,000.00 Amendment
\$ 58,000,000.00 New Total
FY11 100% Restricted Fund
*Low Income and Energy
Efficiency Fund*
Grantees will use the additional grant funds to supplement existing energy assistance programs throughout the state and assist the increasing number of low-income households in Michigan

12. DEPARTMENT OF TREASURY

1) ConnectEDU, Inc.
Boston, MA

\$ 114,000.00 Amendment
\$ 1,266,000.00 New Total
FY11 100% Federal Funds
Additional funding for Michigan College Access Web Portal to add middle schools functionality and additional training sessions

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

13. DEPARTMENT OF EDUCATION

1) Newsbank
Naples, FL

\$ 169,593.75 (5 years)
FY11-16 100% General Fund
071I0200243 Newspaper
Subscription Services

Ebsco Industries
Naples, FL

\$ 91,632.20 (5 years)
FY11-16 100% General Fund
071I0200243 Periodical
Subscription Services

14. DEPARTMENT OF STATE POLICE

1) TriTech Forensics NOT TO EXCEED
Southport, NC \$ 550,000.00 (3 years)
FY11-14 100% General Fund
071I0200167 Sexual Assault
Collection Kits and Blood/Urine
Alcohol Test Kits

15. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) David Dreyer NOT TO EXCEED
Northville, MI \$ 212,500.00 (5 years)
FY11-15 100% Restricted Funds
Funds Administration Fund
071I1300011 PowerBuilder AND
Microsoft Access Support
Services for the Department of
Energy, Labor and Economic
Growth's Workers Compensation
System and Cash Receipt System

2) Deloitte Consulting LLP \$ 4,085,905.00 (2 years)
Detroit, MI FY11-12 100% Other
Private Foundation Funds
Michigan Assoc. of United Ways
071I0200241 Bridges Online
Self Service Expansion for the
Department of Human Services

3) First Data Government \$ 3,028,348.00 (5 years)
Solutions, LP FY11-16 100% Various Funds
Cincinnati, OH See bid tab
071I0200208 Centralized
Electronic Payment and
Authorization System for
Department of Treasury

4) IPswitch File Transfer \$ 900,000.00 (3 years)
Lexington, MA FY11-13 100% Other
IT Revolving Funds
071I1300030 IPswitch
Messageway Product and Services

15. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

5) left blank intentionally

6) Public Communications Services, Inc.
Los Angeles, CA

\$ 0.00 (5 years)
Inmates' family and friends fund this contract
071I0200002 Inmate Telephone System

7) American Cleaning, LLC
Macomb Township, MI

NOT TO EXCEED
\$ 51,294.42 (3 yrs, 5 mos)
FY11-14 100% Various Funds
See bid tab for list of funds
Janitorial Services-Metro Region, New Locations-Statewide

MAC's Janitorial Services
Detroit, MI

NOT TO EXCEED
\$ 93,538.05 (3 yrs, 5 mos)
FY11-14 100% Various Funds
See bid tab for list of funds
Janitorial Services-Metro Region, New Locations-Statewide

Road Runr Maintenance, Inc.
Pontiac, MI

NOT TO EXCEED
\$ 87,544.53 (3 yrs, 5 mos)
FY11-14 100% Various Funds
See bid tab for list of funds
Janitorial Services-Metro Region, New Locations-Statewide

15. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

8) Tek Systems Global Services Grand Rapids, MI	\$ 5,403,800.00 (5 years) FY11-15 100% Revolving Fund <i>Varies by project</i> 071I0200068 Data Warehouse Business Intelligence - Statewide
 Integrus Inc., an Ingenix Company Eden Prairie, MN	 \$ 10,716,987.50 (5 years) FY11-15 100% Revolving Fund <i>Varies by project</i> 071I0200068 Data Warehouse Business Intelligence - Statewide
 Information Builders Troy, MI	 \$ 8,133,937.50 (5 years) FY11-15 100% Revolving Fund <i>Varies by project</i> 071I0200068 Data Warehouse Business Intelligence - Statewide
 Mahindra Saytam Computer Services Parsippany, NJ	 \$ 5,263,762.50 (5 years) FY11-15 100% Revolving Fund <i>Varies by project</i> 071I0200068 Data Warehouse Business Intelligence - Statewide
 MiPro Consulting, LLC Milford, MI	 \$ 10,261,571.43 (5 years) FY11-15 100% Revolving Fund <i>Varies by project</i> 071I0200068 Data Warehouse Business Intelligence - Statewide
 Sogeti USA, LLC Farmington Hills, MI	 \$ 5,008,400.00 (5 years) FY11-15 100% Revolving Fund <i>Varies by project</i> 071I0200068 Data Warehouse Business Intelligence - Statewide

15. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

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|--|---|
| <p>Con't. 8) Systems Technology Group
Troy, MI</p> | <p>\$ 5,716,825.00 (5 years)
 FY11-15 100% Revolving Fund
 <i>Varies by project</i>
 071I0200068 Data Warehouse
 Business Intelligence -
 Statewide</p> |
| <p>Cognizant Technology
Solutions
Teaneck, NJ</p> | <p>\$ 8,459,912.50 (5 years)
 FY11-15 100% Revolving Fund
 <i>Varies by project</i>
 071I0200068 Data Warehouse
 Business Intelligence -
 Statewide</p> |
| <p>Thomson Reuters
Ann Arbor, MI</p> | <p>\$ 11,799,489.14 (5 years)
 FY11-15 100% Revolving Fund
 <i>Varies by project</i>
 071I0200068 Data Warehouse
 Business Intelligence -
 Statewide</p> |
| <p>9) Various Critical Maintenance
(Listing on file)</p> | <p>NOT TO EXCEED
 \$ 11,673,633.00 (5 years)
 FY11-15 Various funding
 <i>See bid tab for list of funds</i>
 Various Critical Maintenance
 Contracts for the Departments
 of State Police and Treasury</p> |

16. DEPARTMENT OF TRANSPORTATION

- | | |
|---|---|
| <p>1) Grand Traverse Industries
Traverse City, MI</p> | <p>\$ 99,375.00 (3 years)
 FY11-13 100% Restricted Fund
 <i>State Trunkline Fund</i>
 071I0200103 Adopt-A-Highway
 Refuse Bags</p> |
|---|---|

16. DEPARTMENT OF TRANSPORTATION continued

2)	Mobility Transportation Service Canton, MI	NOT TO EXCEED \$ 9,274,020.00 (2 years) FY11-12 80% Federal Fund 20% Restricted Fund <i>Comprehensive Transportation Fund</i> 071I0200170 Small Buses, 18 & 22 Passenger
	Hoekstra Transportation Grand Rapids, MI	NOT TO EXCEED \$ 9,934,255.00 (2 years) FY11-12 80% Federal Fund 20% Restricted Fund <i>Comprehensive Transportation Fund</i> 071I0200170 Small Buses, 18 & 22 Passenger
	Midwest Transit Equipment Kankakee, IL	NOT TO EXCEED \$ 9,635,570.00 (2 years) FY11-12 80% Federal Fund 20% Restricted Fund <i>Comprehensive Transportation Fund</i> 071I0200170 Small Buses, 18 & 22 Passenger

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

17. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1)	R.W. Gallatin & Son, Inc. Fife Lake, MI	\$ 90,000.00 Amendment \$ 773,054.25 New Total FY11 100% Restricted Fund <i>Forest Development Fund</i> 071B6200360 Additional funding for Soil Preparation for Trenching
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18. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

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|----|------------------------------------|---|
| 1) | Citistreet (ING)
Quincy, MA | \$ 0.00 Amendment
\$ 83,403,680.00 New Total
<i>Self funded by employee
investments</i>
071B7200333 Addition of Public
School Employee New Hires to
the 401k Plan |
| 2) | Various
(Listing on file) | \$ 82,100,000.00 Amendment
\$130,700,000.00 New Total
FY11-12 100% Restricted Fund
<i>Michigan Public Schools
Retirement Trust Fund</i>
071B0200076, 071B0200077, and
071B0200078 Additional funds
for a one-year option to the
contracts for HMO services for
Michigan Public School
Employees Retirement System |
| 3) | Policy Studies, Inc.
Denver, CO | \$ 447,552.00 Amendment
\$ 2,539,329.00 New Total
FY11 66% Federal Fund
34% General Fund
071B7200117 Additional funding
for a one-year option to the
contract for Support Services
for the New Hires Reporting
System for the Department of
Human Services |

18. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

Various RE:START Vendors

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

- 4) Iknowvate Technologies, Inc. NOT TO EXCEED
 (Rajesh Nallamothe) \$ 97,216.00 Amendment
 Farmington Hills, MI \$ 298,432.00 New Total
 FY11 100% Restricted Fund
Corporate Fees
 071B9200092 Additional funding for a Programmer Analyst to provide the Department of Energy, Labor and Economic Growth with continued support for the Office of Commercial Services, Corporation Division's current Rewrite applications and database system

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

19. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 1) Harry Barkley #128628 \$ 54.79

The claimant (10-SAB/DOC-171) requests \$54.79 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends approval of \$54.79 for this claim.

19. DEPARTMENT OF CORRECTIONS continued

- 2) Serell Butts #360595 \$ 80.00

The claimant (10-SAB/DOC-475) requests \$80.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends denial of this claim.

- 3) Robert Cook #128535 Unspecified

The claimant (10-SAB/DOC-253) requests an unspecified amount of reimbursement for his footlocker, typewriter, and 12 file folders damaged during transfer from one facility to another. The Committee recommends approval of \$45.70 for this claim.

- 4) Derek Couch #380651 \$999.00

The claimant (09-SAB/DOC-256) requests \$999.00 reimbursement for his footlocker, printwheels, typewriter, tapes, paper, watch, food, bowl and clothing lost during transfer from one facility to another. The Committee recommends approval of \$145.00 for this claim.

- 5) Herman Crawford #487332 \$ 25.16

The claimant (10-SAB/DOC-563) requests \$25.16 reimbursement for store goods lost during transfer from one facility to another. The Committee recommends approval of this claim.

- 6) Brandi Davis #724541 \$222.96

The claimant (10-SAB/DOC-489) requests \$222.96 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends approval of \$160.42 for this claim.

- 7) Edd DeWitt #439755 \$ 12.98

The claimant (10-SAB/DOC-476) requests \$12.98 reimbursement for 3 bags of coffee and 1 tube of toothpaste lost during transfer from one facility to another. The Committee recommends approval of this claim.

19. DEPARTMENT OF CORRECTIONS continued

- 8) Gregory Figel #179188 \$500.00

The claimant (10-SAB/DOC-048) requests \$500.00 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends approval of \$128.40 for this claim.

- 9) Rick Grant #179824 \$ 56.65

The claimant (10-SAB/DOC-546) requests \$56.65 reimbursement for his beard trimmer head, cassette case holder and guitar strap lost while under control of the Department. The Committee recommends approval of \$19.28 for this claim.

- 10) Delangelo Johnson #256731 \$ 45.00

The claimant (10-SAB/DOC-562) requests \$45.00 reimbursement for clothing lost during transfer from one facility to another. The Committee recommends approval of this claim.

- 11) Yancey Knox #235465 \$ 46.59

The claimant (10-SAB/DOC-504) requests \$46.59 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of \$38.89 for this claim.

- 12) Anthony May #144974 \$999.99

The claimant (10-SAB/DOC-060) requests \$999.99 reimbursement for legal documents lost while under control of the Department. The Committee recommends approval of \$500.00 for this claim.

- 13) Joseph Martin #165780 \$ 25.00

The claimant (09-SAB/DOC-262) requests \$25.00 reimbursement for his tape lesson he did not receive. The Committee recommends denial of this claim.

19. DEPARTMENT OF CORRECTIONS continued

14) Junell Mobley #257694 \$422.20

The claimant (10-SAB/DOC-263) requests \$422.20 reimbursement for his books lost during transfer from one facility to another. The Committee recommends approval of this claim.

15) Julio Muriel #395856 \$150.86

The claimant (10-SAB/DOC-472) requests \$150.86 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of \$131.93 for this claim.

16) Larry Patterson #140862 \$183.00

The claimant (10-SAB/DOC-470) requests \$183.00 reimbursement for his TV and footlocker damaged during transfer from one facility to another. The Committee recommends approval of \$122.60 for this claim.

17) Paul Sellers, Jr. #217329 \$999.99

The claimant (09-SAB/DOC-135) requests \$999.99 reimbursement for his typewriter lost while under control of the Department. The Committee recommends denial of this claim.

18) John Tatarian #206248 \$813.78

The claimant (10-SAB/DOC-147) requests \$813.78 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends approval of \$406.89 for this claim.

19) Peter Taylor #311226 \$ 45.00

The claimant (10-SAB/DOC-461) requests \$45.00 reimbursement for religious tapes lost while under control of the Department. The Committee recommends approval of this claim.

20) Andre Wilbert #188300 \$999.99

The claimant (10-SAB/DOC-357) requests \$999.99 reimbursement for his footlocker, typewriter, TV, and a duffel bag lost during transfer from one facility to another. The Committee recommends approval of \$799.99 for this claim.

19. DEPARTMENT OF CORRECTIONS continued

21) Tyrone Williams #126996 \$200.00

The claimant (10-SAB/DOC-561) requests \$200.00 reimbursement for his TV, headphones, and radio lost during transfer from one facility to another. The Committee recommends approval of this claim.

22) Sherard Youngblood #340404 \$142.50

The claimant (10-SAB/DOC-502) requests \$142.50 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of this claim.

20. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) Liby George \$400.00

The claimant (08-SAB-051) requests \$400.00 reimbursement for damage to her vehicle while parked at work. The Committee recommends denial for this claim.

2) Kimberly Glenn \$500.00

The claimant (08-SAB-055) requests \$500.00 reimbursement for damage to her vehicle while parked at work. The Committee recommends denial for this claim.

3) Alma Grundy \$ 65.00

The claimant (08-SAB-005) requests \$65.00 reimbursement for damaged her vehicle while parked at work. The Committee recommends denial for this claim.

4) Pamela Brooks McArthur \$500.00

The claimant (07-SAB-166) requests \$500.00 reimbursement for damage to her vehicle while parked at work. The Committee recommends denial for this claim.

5) Aletta Stroder \$999.99

The claimant (07-SAB-108) requests \$999.99 reimbursement for damage to her vehicle while parked at work. The Committee recommends denial of this claim.

20. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- 6) Angelique Wimbush \$500.00

The claimant (09-SAB-009) requests \$500.00 reimbursement for damage to her vehicle while parked at work. The Committee recommends denial for this claim.

21. DEPARTMENT OF TRANSPORTATION

- 1) Darlette Tolbert \$100.00

The claimant (10-SAB-163) requests \$100.00 reimbursement for her shoes damaged while performing her job. The Committee recommends approval for this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

22. DEPARTMENT OF AGRICULTURE

- 1) Requests approval of a cooperative agreement between the Michigan Department of Agriculture and the USDA, Agricultural Marketing Service and the related costs of \$ 45,000.00, General Withdrawn at Ad Board product inspection.

23. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Requests approval of a Memorandum of Agreement between the Michigan Department of Natural Resources and Environment and Michigan State University

24. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) The Secretary of the State Administrative Board's December 1, 2010 report of unresolved claims over 90 days old
- 2) Reporting an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #071N0200682 for \$74,817.00 with Honeywell Enterprise for the purchase of a Honeywell Enterprise Building Integrator Life Safety server

25. DEPARTMENT OF TREASURY

- 1) Requests approval of revocation of the following Renaissance Zone:

Biofuel Industries Group - City of Adrian/Lenawee County -
revocation effective as of January 1, 2011

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.

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

3s. DEPARTMENT OF COMMUNITY HEALTH

1) Health Management Associates \$ 650,000.00 (1 year)
Lansing, MI FY11 100% Federal Funds
071I1300010 Health Insurance
Exchange Planning Services

4s. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) OfficeMax \$ 5,000,000.00 (6 months)
Portland, OR FY11 Various Funding
Varies by agency
Office Supplies - Statewide

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

5s. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) JP Morgan Chase Bank \$ 0.00 Amendment
Detroit, MI \$ 10,971,174.98 New Total
100% Federal Fund
071B9200222 One-month contract
extension for Banking Services
for the Michigan Unemployment
Agency

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

6s. DEPARTMENT OF CORRECTIONS

Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PD-BCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Baraga Correctional Facility, 12/3/10

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.

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 December 21, 2010. Those present being:

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

Member: Steven Liedel, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Matt Keck, Frank Monticello, Department of Attorney General;
Janet Laverty, Department of Education; Sherry Bond, Steve Motz,
Pat Mullen, Janet Rouse, Sergio Paneque, TeAnn Smith, Department
of Technology, Management and Budget; Brian DeBano, Department of
State; Deana Grover, Leon Hank, Jean Ingersoll, Department of
Transportation; Katelyn Carey, Lt. Governor's Office; Len Wolfe,
Dykema Gossett; Kirk Profit, Government Consultant Services,
Inc.; John Pirich, Honigman Miller Schwartz and Cohn LLC; Dusty
Fancher, Midwest Strategy Group

The Finance and Claims Committee special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

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

12/20/2010 1:50 version

FINANCE AND CLAIMS COMMITTEE

December 21, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

December 21, 2010, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

1s. DEPARTMENT OF TREASURY/MICHIGAN STRATEGIC FUND

- | | | |
|----|--|---|
| 1) | Detroit Institute of Arts
Detroit, MI | Up to \$ 10,000,000.00 Total
FY10 100% General Fund
Grant for support of the
Detroit Institute of Arts |
|----|--|---|

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

SECTION VI - DTMB CONTRACT - CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

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

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of December 14, 2010, and the special meeting of December 21, 2010. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting of December 14, 2010, and the special meeting of December 21, 2010, be approved and adopted with Item 22(1) of the regular agenda withdrawn at the State Administrative Board meeting on December 21, 2010. The motion was supported by Mr. Monticello and unanimously approved.

**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 December 15, 2010. Those present being:

Chairperson: Duane Berger, representing Approved _____
Secretary of State Land

Member: Katelyn Carey, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Karen Maidlow, Kim Venne, Cynthia Watson, Department of Natural Resources and Environment; Sherry Bond, Janet Rouse, Department of Technology, Management and Budget; Myron Frierson, Connie Hanrahan, Jean Ingersoll, Demetrius Parker, Patrick Scarlett, Betsy Steudle, Karen Watson, Department of Transportation; Andrew Richner, Clark Hill

The Department of Natural Resources and Environment, Mineral and Land Management Section agenda was presented.

Following discussion, Mr. Shell moved that the Department of Natural Resources and Environment, Mineral and Land Management Section agenda be recommended to the State Administrative Board for approval. Supported by Ms. Carey, the motion was unanimously adopted.

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 \$54,250.00 with Angelo Iafrate for installation of bank drains on Southbound I-275 in Plymouth Township.

Transportation and Natural Resources Report

December 15, 2010

Page 2

A 10% over engineer's estimate justification letter was received from the Department of Transportation regarding Item 41 of the regular agenda.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Item 11 of the regular agenda contingent upon approval by the Office of Commission Audit. Supported by Ms. Carey, the motion was unanimously adopted.

The Department of Transportation supplemental agenda was presented.

Following discussion, Mr. Shell moved that the Transportation supplemental agenda be withdrawn. Supported by Ms. Carey, the motion was unanimously adopted.

The Department of Transportation second supplemental agenda was presented.

Following discussion, Mr. Shell moved that the Transportation second supplemental agenda be recommended to the State Administrative Board for approval with Item 1 of the second supplemental agenda contingent upon approval by the Office of Commission Audit and the Attorney General. Supported by Ms. Carey, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

At the State Administrative Board meeting on December 21, 2010, Item 51 of the Transportation regular agenda was withdrawn by the Department of Transportation.

A G E N D A

DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT
MINERAL AND LAND MANAGEMENT SECTION ITEMS FOR THE

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - December 15, 2010 - 3:30 P.M.
State Administrative Board Meeting - December 21, 2010 - 11:00 A.M.

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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.

MINERAL LEASES

- 1. **OIL AND GAS LEASE AUCTION:** On October 26 and 27, 2010 a total of 450,766.36 acres of state-owned oil and gas rights were offered for lease. There were 29 successful bidders out of 37 registered. The total of 273,689.10 acres bid on are proposed to be leased within 21 counties. Of the total acres bid on, 35,720.59 acres are classified as development and 237,968.51 are nondevelopment. Total revenue generated at the auction was \$10,241,235.34.

Terms: Five-year initial term with two one-year extension options, 1/6 royalty. Bonus amount of \$9,650,230.00 and rental amount of \$591,005.34 were collected at the auction.

- 2. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Oil and gas lease rights to 0.70 acres, more or less, of Department of Transportation state-owned mineral rights located in Section 22, T32N, R03W, Corwith Township, Otsego County, has been requested by Atlas Gas & Oil Company, LLC, of Traverse City, Michigan.

Terms: One-year term, no extensions, 3/16 royalty, \$1,100.00 (estimated lost royalties to date) bonus consideration, and \$5.00 minimum rental.

- 3. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Oil and gas lease rights to 0.68 acres, more or less, of Department of Transportation state-owned mineral rights located in Section 16, T32N, R03W, Corwith Township, Otsego County, has been requested by Atlas Gas & Oil Company, LLC, of Traverse City, Michigan.

Terms: One-year term, no extensions, 3/16 royalty, \$925.00 (estimated lost royalties to date) bonus consideration, and \$5.00 minimum rental.

- 4. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Oil and gas lease rights to 0.21 acres, more or less, of Department of Transportation state-owned mineral rights located in Section 16, T32N, R03W, Corwith Township, Otsego County, has been requested by Atlas Gas & Oil Company, LLC, of Traverse City, Michigan.

Terms: One-year term, no extensions, 3/16 royalty, \$13.00 per acre bonus consideration, and \$5.00 minimum rental.

5. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Oil and gas lease rights to 0.46 acres, more or less, of Department of Transportation state-owned mineral rights located in Section 15, T32N, R03W, Corwith Township, Otsego County, has been requested by Atlas Gas & Oil Company, LLC, of Traverse City, Michigan

Terms: One-year term, no extensions, 3/16 royalty, \$750.00 (estimated lost royalties to date) bonus consideration, and \$5.00 minimum rental.

6. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Oil and gas lease rights to 0.69 acres, more or less, of Department of Transportation state-owned mineral rights located in Section 10, T32N, R03W, Corwith Township, Otsego County, has been requested by Atlas Gas & Oil Company, LLC, of Traverse City, Michigan.

Terms: One-year term, no extensions, 3/16 royalty, \$825.00 (estimated lost royalties to date) bonus consideration, and \$5.00 minimum rental.

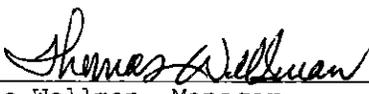
7. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Oil and gas lease rights to 0.66 acres, more or less, of Department of Transportation state-owned mineral rights located in Section 9, T32N, R03W, Corwith Township, Otsego County, has been requested by Atlas Gas & Oil Company, LLC, of Traverse City, Michigan.

Terms: One-year term, no extensions, 3/16 royalty, \$800.00 (estimated lost royalties to date) bonus consideration, and \$5.00 minimum rental.

The Director of the Department of Natural Resources and Environment approved Item 1 on December 9, 2010. The Chief of Forest Management Division approved Items 2 through 7 on November 29, 2010. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources and Environment

By: 
Thomas Wellman, Manager
Mineral and Land Management Section
Forest Management Division

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: December 15, 2010 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 21, 2010 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)
Tract 1257, Control Section 71051, Parcel 2APV, Part A

The subject tract is located in the Village of Posen, Presque Isle County, Michigan, and contains approximately 4,360 square feet. The tract is landlocked, and there is one abutting owner. The tract was appraised by Brian Walsh, Property Analyst, Program and Property Management Unit, Real Estate Division, on October 25, 2010, at \$100. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Unit, Project Development Section, Real Estate Division, on October 26, 2010, at the amount of \$100. The sole abutting owner, Eugene L. Adamczyk has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$100, which represents payment in full. 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: 49776.

2. HIGHWAYS (Real Estate) – Resolution “B” (Over-the-Counter Sale)
Tract 1192, Control Section 44011, Parcel 543, Part A

The subject tract is located in the Township of Lapeer, Lapeer County, Michigan, and contains approximately 41,268 square feet. The tract was offered for sale at public auction on July 20, 2010, and did not sell. It was approved for over-the-counter sale on July 26, 2010. The tract was appraised by R. Michael Smith, Bay Region Property Manager, on March 18, 2010, at \$825. The appraised tract was approved for sale by Andrew Philp, Bay Region Real Estate Agent, on March 31, 2010, at the amount of \$825. Entrust Great Lakes LLC has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$825, which represents payment in full. 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: 48446.

3. AERONAUTICS AND FREIGHT (Aeronautics) – Wildlife Hazard Assessment

Contract (2011-0055) between MDOT and the County of Oakland will provide federal and state grant funds for the performance of a wildlife hazard assessment at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$51,000. Source of Funds: FAA Funds (via block grant) - \$48,450; State Restricted Aeronautics Funds - \$1,275; Oakland County Funds - \$1,275.

Criticality: This project will enhance airport safety, in accordance with FAA safety guidelines.

Purpose/Business Case: To provide for the performance of the wildlife hazard assessment.

Benefit: To enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

4. *AERONAUTICS AND FREIGHT (Aeronautics) – Purchase of Snow Removal Equipment

Contract (2011-0061) between MDOT, the City of Gladwin, and the Gladwin County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (SRE) at the Gladwin Zettel Memorial Airport in Gladwin, 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 \$35,000. Source of Funds: FAA Funds (via block grant) - \$33,250; State Restricted Aeronautics Funds - \$875; City of Gladwin and Gladwin County Funds - \$875.

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

Purpose/Business Case: To provide for the purchase of SRE (displacement plow with sweeper attachment).

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Gladwin and Gladwin 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 equipment was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48624.

5. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work

Authorization (82006-112338) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding for the installation of half-roadway gates at the grade crossing of North Huron River Drive in Wayne County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Wayne County Department of Public Services and approved on October 20, 2010. The project cost is estimated at \$140,414.16. Source of Funds: Federal Highway Administration (FHWA) Funds - \$84,248.50; FY 2011 State Restricted Trunkline Funds - \$56,165.66.

Criticality: In October 2010, members of a review team determined that the installation of half-roadway gates was needed to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates at the existing grade crossing of Conrail with North Huron River Drive in Wayne County, Michigan.

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

Funding Source: FHWA Funds - \$84,248.50; FY 2011 State Restricted Trunkline Funds - \$56,165.66.

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

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

Cost Reduction: The work will be performed by Conrail on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the Wayne County Department of Public Services.

Selection: N/A.

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

Zip Code: 48164.

6. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work

Authorization (58007-112362) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of half-roadway gates and the upgrade of flashing-light signals at the grade crossing of Nadeau Road in Monroe County, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 13, 2010. The project cost is estimated at \$275,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$165,000; FY 2011 State Restricted Trunkline Funds - \$110,000.

Criticality: In October 2010, members of a review team determined that the installation of half-roadway gates and the upgrade of flashing-light signals were needed to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates and the upgrade of flashing-light signals at the existing grade crossing of NS with Nadeau Road in Monroe County, Michigan.

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

Funding Source: FHWA Funds - \$165,000; FY 2011 State Restricted Trunkline Funds - \$110,000.

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

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

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

Selection: N/A.

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

Zip Code: 48162.

7. AERONAUTICS AND FREIGHT (Freight) - Railroad Force Account Work

Authorization (58012-112363) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of half-roadway gates and the upgrade of flashing-light signals at the grade crossing of La Plaisance Road in Monroe, Michigan. Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. This work, to be undertaken as a part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 13, 2010. The project cost is estimated at \$275,000. Source of Funds: Federal Highway Administration Funds - \$165,000; FY 2011 State Restricted Trunkline Funds - \$110,000.

Criticality: In October 2010, members of a review team determined that the installation of half-roadway gates and the upgrade to flashing-light signals were needed to provide appropriate warning for motorists. This work is ordered for public safety under the provisions of MCLA 462.201.

Purpose/Business Case: To provide funding for the installation of half-roadway gates and the upgrade of flashing-light signals at the existing grade crossing of NS with La Plaisance Road in Monroe, Michigan.

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

Funding Source: FHWA Funds - \$165,000; FY 2011 State Restricted Trunkline Funds - \$110,000.

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

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

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

Selection: N/A.

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

Zip Code: 48161.

8. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0135/A2) between MDOT and NTH Consultants, Ltd., 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 (Z5). The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be February 9, 2006, through February 8, 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 February 8, 2011. If the IDS contract is not extended, authorizations issued under the IDS contract cannot be extended, and culvert replacement design services under authorization (Z5) cannot be completed.

Purpose/Business Case: To extend the contract term by one year to allow authorizations issued under the contract, including authorization (Z5), to be extended as needed. No new authorizations will be issued under this 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 for culvert replacement work under authorization (Z5).

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

9. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z5/R2) under Contract (2006-0135) between MDOT and NTH Consultants, Ltd., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because the purchase of necessary right-of-way (ROW) will not be completed until the summer of 2011. The original authorization provides for design services to be performed for the culvert replacement on US-24 (Telegraph Road) over Smith Creek in Brownstown Township, Wayne County (CS 82051 – JN 088833D). The revised authorization term will be April 11, 2007, through February 8, 2012. The authorization amount remains unchanged at \$70,994.04. The contract term will be February 9, 2006, through February 8, 2012. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This authorization will expire on February 8, 2011. If this revision is not approved and the design services for the culvert replacement are not completed, the project could be compromised.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services for the culvert replacement on US-24 (Telegraph Road) over Smith Creek in Brownstown Township. The additional time is needed because the purchase of necessary ROW will not be completed until the summer of 2011.

Benefit: The additional time will allow the consultant to complete the design services for the culvert replacement on US-24 (Telegraph Road) over Smith Creek. This project is being coordinated with a major road job in the corridor.

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

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

Risk Assessment: If this revision is not approved and the design services for the culvert replacement are not completed, a needed culvert replacement may not be made and the project could be compromised.

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

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

New Project Identification: This is not a new project.

Zip Code: 48192.

10. HIGHWAYS – IDS Engineering Services

Authorization (Z9) under Contract (2009-0079) between MDOT and HH Engineering, Ltd., will provide for design services to be performed for the rehabilitation of six bridge structures along US-131 in Allegan County (CS 03112 – JN 109433D). The services will include design work for concrete overlays, epoxy overlays, deck joint replacements, substructure patching, painting, and steel beam repair. The authorization will be in effect from the date of award through December 1, 2012. The authorization amount will be \$174,895.16. The contract term is December 2, 2008, through December 1, 2012. Source of Funds: 81.85% of Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: These bridges are deteriorating and must be rehabilitated before they become unsafe.

Purpose/Business Case: The reconstruction and rehabilitation work on these bridges will ensure that the structural integrity of each bridge is maintained for safe vehicular travel.

Benefit: Will ensure that the bridges are maintained for safe vehicular travel.

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

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

Risk Assessment: If this authorization is not approved and the services are not performed, the bridges will continue to deteriorate and may become unsafe for vehicular traffic.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49348.

11. HIGHWAYS – Increase Services and Amount

Amendatory Contract (2009-0457/A1) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional construction engineering oversight services and will increase the contract amount by \$141,268.70. The additional work is needed because an ongoing construction contract was extended. The original contract provides for full construction engineering services to be performed for the reconstruction, including streetscape and street lighting, of the I-94 business loop (BL) (Main Street) from Riverview Drive to M-139 (North Fair Avenue) in the City of Benton Harbor, Berrien County. The contract term remains unchanged, May 7, 2009, through December 31, 2011. The revised contract amount will be \$1,294,644.91. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: On site inspectors are required by federal law to be available whenever a construction contractor is working.

Purpose/Business Case: To provide for additional construction engineering oversight services to ensure proper inspection of the construction work.

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 amendment is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects. A safer road will be provided with the improvements.

* Denotes a non-standard contract/amendment

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

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

New Project Identification: This is not a new project.

Zip Code: 49022.

12. HIGHWAYS – IDS University Research Services

Authorization Revision (Z5/R1) under Contract (2009-0747) between MDOT and the Regents of the University of Michigan will extend the authorization term by seven months to provide sufficient time for the university to complete the services (21 days retroactive). The additional time is needed because the specialist managing the final deliverables was placed on extended medical leave and will not be returning until early 2011. The original authorization provides for assistance in making speaker arrangements and producing meeting documentation for the 2010 International Summit on the State of the Connected Vehicle, hosted by MDOT and the Connected Vehicle Trade Association in September 2010. The revised authorization term will be July 1, 2010, through June 30, 2011. The authorization amount remains unchanged at \$44,117.72. The contract term is from October 1, 2009, through September 30, 2010, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization expired on November 30, 2010. The additional time will allow the university to complete the final deliverables, including meeting minutes and documentation of discussions.

Purpose/Business Case: To extend the authorization term by seven months to provide sufficient time for the university to complete the final deliverables.

Benefit: The additional time will allow the university to complete the final deliverables. As a leader in the VII initiative, Michigan has the opportunity to see benefits associated with early deployment of this new technology, including improved roadway safety and mobility and economic growth in technology.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved, the final deliverables will not be completed, and valuable research documentation could be lost.

Cost Reduction: Actual cost reimbursement.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

13. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2010-0094) between MDOT and Wilcox Professional Services, LLC, will provide for as-needed design services during construction to be performed for the reconstruction of M-121 from 80th Avenue to 37th Avenue in the cities of Hudsonville and Zeeland and the townships of Zeeland, Jamestown, and Georgetown in Ottawa County (CS 70823 - JN 87019A). The project will improve traffic flow, increase driver safety, and improve drainage through the corridor. The authorization will be in effect from the date of award through January 19, 2013. The authorization amount will be \$316,121.12. The contract term is January 20, 2010, through January 19, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The consultant will provide timely design assistance for problems that may arise during the construction of the project. The hydrology and soil conditions in the project area could lead to problems during construction that could require engineered solutions.

Purpose/Business Case: To provide for as-needed design services during construction to be performed for the reconstruction of M-121 from 80th Avenue to 37th Avenue in the cities of Hudsonville and Zeeland and the townships of Zeeland, Jamestown, and Georgetown in Ottawa County. The project will improve traffic flow, increase driver safety, and improve drainage through the corridor.

Benefit: The consultant will provide necessary design services during construction to resolve any unforeseen problems that may arise. The project will improve traffic flow, increase driver safety, and improve drainage.

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, timely design assistance for problems that may arise during construction may not be provided.

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: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49426.

14. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2010-0210) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for bridge scoping services to be performed for various structures in Eaton County, University Region (CS 23061 - JN 1101220). The work items will include site reviews, engineering analysis of site review findings, and report preparation. The authorization will be in effect from the date of award through May 4, 2013. The authorization amount will be \$129,765.92. The contract term is May 5, 2010, through May 4, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This bridge scoping project will help the University Region to properly maintain bridge structures by identifying the best design fix for each structure.

Purpose/Business Case: To provide for bridge scoping services to be performed for various structures in Eaton County, University Region. The scoping documents will identify structure conditions and necessary repairs and will provide rehabilitation recommendations and cost estimates.

Benefit: Will provide a clear understanding of the conditions of the structures and help to determine rehabilitation options for structures requiring repairs to ensure continued in-service safety and proper management of the bridge network.

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

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

Risk Assessment: If this authorization is not approved and the services are not performed, the University Region will lack a clear understanding of the conditions of the structures, needed repairs, rehabilitation options, and associated costs and will be unable to make informed decisions to ensure continued in-service safety of the bridge structures.

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: 48813.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2010-0229) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of design services, including survey work, for the rehabilitation/reconstruction of Americans with Disabilities Act (ADA) compliant sidewalk ramps along the I-696 Service Drive from M-97 (Groesbeck Highway) to I-94 in the cities of Warren and Roseville, Macomb County. The authorization will be in effect from the date of award through April 22, 2013. The authorization amount will be \$136,792.87. The contract term is April 23, 2010, through April 22, 2013. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: The consultant will perform the design work for a portion of the I-696 rehabilitation project. The consultant has the resources and experience to complete the services within the tight project schedule.

Purpose/Business Case: To provide for the performance of design services, including survey work, for the rehabilitation/reconstruction of 116 ADA-compliant sidewalk ramps along the I-696 Service Drive from M-97 (Groesbeck Highway) to I-94 in the cities of Warren and Roseville, Macomb County. The rehabilitation work will include the milling and resurfacing of the hot mix asphalt surface and sidewalk ramp construction.

Benefit: This project will improve ride quality and roadway safety; pedestrian safety will be greatly enhanced.

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

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

Risk Assessment: If this authorization is not approved and the services are not performed, an opportunity could be lost to enhance pedestrian safety along the I-696 Service Drive, user delays could result, and federal funding could be lost.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48066.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2010-0533) between MDOT and HNTB Michigan, Inc., will provide for bridge scoping services to be performed for various structures in Monroe County, University Region (CS 58034 - JN 1101230). The work items will include site reviews, engineering analysis of site review findings, and report preparation. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services (IDS) contract. The authorization amount will be \$183,585.32. The contract will be in effect from the date of award through three years. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This bridge scoping project will help the University Region to properly maintain bridge structures by identifying the best design fix for each structure.

Purpose/Business Case: To provide for bridge scoping services to be performed for various structures in Monroe County, University Region. The scoping documents will identify structure conditions and necessary repairs and will provide rehabilitation recommendations and cost estimates.

Benefit: Will provide a clear understanding of the conditions of the structures and help to determine rehabilitation options for structures requiring repairs to ensure continued in-service safety and proper management of the bridge network.

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

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

Risk Assessment: If this authorization is not approved and the services are not performed, the University Region will lack a clear understanding of the conditions of the structures, needed repairs, rehabilitation options, and associated costs and will be unable to make informed decisions to ensure continued in-service safety of the bridge structures.

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: 48131.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2011-0006) between MDOT and URS Corporation Great Lakes will provide for the performance of as-needed design services during construction for the reconstruction of M-39 from Pinecrest Street to McClung Avenue in the cities of Detroit, Southfield, Dearborn Heights, and Allen Park in Wayne and Oakland Counties. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$449,218.01. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The consultant will provide timely design assistance for problems that may arise during the construction of the project. M-39 is a major north/south arterial roadway with high traffic volumes; a large portion of the roadway will be closed for much of the construction of this project.

Purpose/Business Case: To provide for the performance of as-needed design services during construction for the reconstruction of M-39 from Pinecrest Street to McClung Avenue in the cities of Detroit, Southfield, Dearborn Heights, and Allen Park in Wayne and Oakland Counties.

Benefit: The consultant will provide necessary design services during construction to resolve any unforeseen problems that may arise. The project will improve the condition and safety of the roadway and reduce long-term maintenance costs, impacts to mobility, and impacts to local businesses.

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, timely design assistance for problems that may arise during construction may not be provided.

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: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48219, 48235.

18. *HIGHWAYS - Geodetic Advisor Services

Contract (2011-0016) between MDOT and the National Oceanic and Atmospheric Administration (NOAA), National Ocean Service, National Geodetic Survey (NGS); will provide for a geodetic advisor to serve as a liaison between MDOT and NGS and to perform as-needed training, suggest improvements in techniques and procedures, monitor field operations and their results, inspect monumentation, supervise and aid in the performance of mark maintenance, and aid MDOT in the office and field with geodetic control work in which NGS has an interest. The contract will be in effect from October 1, 2011, through September 30, 2016. The contract amount will be \$344,550. Source of Funds: 50% State Restricted Trunkline Funds and 50% NOAA Funds.

* Denotes a non-standard contract/amendment

Criticality: The Geodetic Advisor Program provides for inspection and verification of geodetic survey work along federal aid highways. This contract will provide for the continuation of the program for fiscal years 2012 through 2016.

Purpose/Business Case: To provide for a geodetic advisor to serve as a liaison between MDOT and NGS and to perform as-needed training, suggest improvements in techniques and procedures, monitor field operations and their results, inspect monumentation, supervise and aid in the performance of mark maintenance, and aid MDOT in the office and field with geodetic control work in which NGS has an interest.

Benefit: Will provide for a more accurate spatial reference system for the location of boundaries along interstate corridors and for use in large-scale mapping projects, environmental assessments, and homeland security activities. More accurate spatial data will be available for Geographic Information System and Land Information System applications.

Funding Source: 50% State Restricted Trunkline Funds and 50% NOAA Funds.

Commitment Level: Contract costs are fixed.

Risk Assessment: If this contract is not approved, MDOT could lose access to the knowledge and equipment necessary to provide a more accurate spatial reference system and could be unable to maintain Michigan's portion of the National Spatial Reference System.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0048) between MDOT and Surveying Solutions, Inc., will provide for as-needed construction staking services to be performed for road and bridge construction projects administered by the Bay City Transportation Service Center (TSC) at various locations in Arenac, Bay, and Saginaw Counties. The work items will include right-of-way staking, establishment of horizontal and vertical alignments, and bridge structure surveys. The authorization will be in effect from the date of award through the expiration date of the contract. The authorization amount will be \$781,922.08. The contract will be in effect from the date of award through three years. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48706.

20. *HIGHWAYS - IDS Michigan Engineer's Resource Library Services
 Contract (2011-0063) between MDOT and Michigan Technological University will provide for development and maintenance activities for the Michigan Engineers' Resource Library to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through December 31, 2011. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$100,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
21. HIGHWAYS - IDS University Research Services
 Authorization (Z1) under Contract (2011-0063) between MDOT and Michigan Technological University (MTU) will provide for the continuation of the Michigan Engineer's Resource Library (MERL) software program. MTU developed the software program, which helps local agencies to develop accurate estimates of construction project costs through comparisons to historical data. MTU will continue to offer training throughout the state and to provide technical support. The authorization will be in effect from January 1, 2011, through December 31, 2011. The authorization amount will be \$91,506.47. The contract will be in effect from the date of award through December 31, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Criticality:** Local agencies, their consultants, and MDOT Local Agency Programs engineers rely on MERL to create documents required for construction bid proposal packages for statewide road construction projects. The MERL program allows accurate cost estimates to be uploaded directly to MDOT's Trns*port system with minimal effort from MDOT personnel.
- Purpose/Business Case:** To provide for the continuation of the MERL software program. MTU developed the software program, which helps local agencies to develop accurate estimates of costs through comparisons to historical data. MTU will continue to offer training throughout the state and to provide technical support.
- Benefit:** MERL allows project-specific cost estimates to be uploaded in the MDOT Trns*port system with minimal effort from MDOT personnel.
- Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
- Risk Assessment:** If the authorization is not approved, MDOT will need to manually import over 300 local agency cost estimates per year.
- Cost Reduction:** Actual cost reimbursement.
- Selection:** N/A.
- New Project Identification:** This is a new project.
- Zip Code:** 48909.
22. *MACKINAC BRIDGE AUTHORITY – Time Extension
 Amendatory Contract (2009-0498/A1) between the Mackinac Bridge Authority and Modjeski and Masters, Inc., will extend the contract term by approximately five months to provide sufficient time for the consultant to complete the services (20 days retroactive). The additional time is needed because further in-depth analysis is required for several components before the bridge deck study can be completed. The original contract provides for the conduct of a bridge deck study of the Mackinac Bridge in Mackinac and Emmet Counties. The work items include field inspection of the bridge, review of roadway safety features and accident history, establishment of the design criteria for deck replacement or rehabilitation, and development of concepts, costs, and deck alternatives. The revised contract term will be November 3, 2009,

through April 30, 2011. The contract amount remains unchanged at \$2,049,225.86. Source of Funds: 100% Mackinac Bridge Authority Funds.

Criticality: This amendment will extend the contract term by approximately five months to provide sufficient time for the consultant to complete the services. The additional time is needed because further in-depth analysis is required for several components before the bridge deck study can be completed.

Purpose/Business Case: To extend the contract term by approximately five months to provide sufficient time for the consultant to complete the services. This project is for the performance of a deck study for the Mackinac Bridge. The study will allow the Mackinac Bridge Authority to accurately plan its future toll structure. Deck replacement projects on long-span suspension bridges are very complicated and expensive, and a study of this scope is necessary to accurately evaluate the alternatives and timing of such a project.

Benefit: This study will accurately determine the time and costs of deck replacement and deck rehabilitation work on the Mackinac Bridge. The study must be completed soon because of the age of the existing deck and the need for financial planning.

Funding Source: 100% Mackinac Bridge Authority Funds.

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

Risk Assessment: The deck of the Mackinac Bridge is at or near the end of the normal life span for a bridge deck. The bridge deck will need to be replaced at some time in the near future. If this study is not completed, the timing and costs of this huge project will not be known and financial planning will be impossible.

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

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

New Project Identification: This is not a new project.

Zip Code: 49781.

23. TRANSPORTATION PLANNING - Feasibility Study

Authorization (Z10) under Master Agreement (2009-0005) between MDOT and the Kalamazoo Area Transportation Study (KATS) will provide for the conduct of a study of the feasibility of improving the US-131/US-131 business route interchange to facilitate business growth in the area. The study will look at possible interchange layouts that could improve access and increase capacity. The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$80,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% KATS Funds.

Criticality: The federal funds have been earmarked for this project. If the funds are not used for this project, they cannot be used for another project. The study will look at network configurations for the interchange to improve access and increase capacity.

Purpose/Business Case: To provide for the conduct of a study of the feasibility of improving the US-131/US-131 business route interchange to facilitate business growth in the area. The study will look at possible interchange layouts that could improve access and increase capacity.

Benefit: The study will look at various configurations of the interchange and their impacts on traffic should the improvements be built.

Funding Source: 80% FHWA Funds and 20% KATS Funds.

Commitment Level: The project amount is based on the amount of the congressional appropriation.

Risk Assessment: If this authorization is not approved and the project is not performed, the federal funds will be lost and an opportunity will be lost to examine possible interchange layouts to improve access and increase capacity, which would facilitate business growth in the area.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49001.

24. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2010-0409/A1) between MDOT and Opus International Consultants, Inc, will extend the contract term by three months to provide sufficient time for the consultant to complete the services. The additional time is needed because delays in awarding the contract shortened the time for the performance of the services. The original contract provides for the revision of the existing *Asset Management Guide for Local Agencies in Michigan* and the development of a sample asset management plan that is consistent with the revised Transportation Asset Management Council (TAMC) asset management process for use by local agencies in developing their plans. The revised contract term will be August 18, 2010, through March 31, 2011. The contract amount remains unchanged at \$74,997.89. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Comprehensive Transportation Funds.

Criticality: The contract will expire on December 31, 2010. The additional time will allow the consultant to complete the project.

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

Benefit: Will provide sufficient time for the consultant to complete the services. The tools provided by this project will help the local agencies to meet the requirements of Act 51 of the Public Acts of 1951, which requires state and local government agencies to adopt and follow an asset management process as prescribed by the TAMC.

* Denotes a non-standard contract/amendment

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

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

Risk Assessment: If this amendment is not approved, the consultant cannot complete the services. Without the tools provided by this project, many Act 51 agencies would continue to be out of compliance with Michigan law concerning asset management.

Cost Reduction: N/A.

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

New Project Identification: This is a new project.

Zip Code: 48909.

25. TRANSPORTATION PLANNING - RoadSoft Training Program

Authorization (Z2) under Contract (2010-0468) between MDOT, on behalf of the Transportation Asset Management Council (TAMC), and Michigan Technological University (MTU) will provide for the conduct of asset management training for local road agencies in Michigan. The authorization will be in effect from date of award through December 31, 2011. The authorization amount will be \$136,380.19. The contract term is October 13, 2010, through October 12, 2014. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Criticality: MCL 247.659a requires the use of asset management practices by road agencies in Michigan. This authorization will provide for asset management training for local road agencies.

Purpose/Business Case: To provide for the conduct of asset management training for local road agencies in Michigan. This is a critical activity of the TAMC, which answers directly to the State Transportation Commission and the state legislature.

Benefit: The local road agencies will receive training on asset management principles and their practical application.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: The authorization is for a fixed amount not to exceed \$136,380.19.

Risk Assessment: If the authorization is not approved, MTU will not provide training to the local agencies on the principles of asset management and their practical application. Without this training, some of the local agencies may not be able to comply with State of Michigan asset management requirements.

Cost Reduction: The proposed training cost for 2011 is \$1,783.64 less than for 2010.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49931.

26. TRANSPORTATION PLANNING - RoadSoft Maintenance and Development

Authorization (Z3) under Contract (2010-0468) between MDOT and Michigan Technological University (MTU) will provide for the ongoing maintenance and development of pavement management software (RoadSoft) used by local units of government. A pavement management system allows an engineer to determine the best fix to apply to a road to ensure the longest useful life of that road. The authorization will be in effect from the date of award through December 31, 2011. The authorization amount will be \$699,720.22. The contract term is October 13, 2010, through October 12, 2014. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The use of a pavement management system is critical for the maintenance of the federal aid system in Michigan. RoadSoft helps the local road agencies to manage current road conditions and forecast future changes in road conditions. Federal regulations require MDOT to ensure that roads in the federal aid system are properly maintained, regardless of ownership. RoadSoft is available to local road agencies at no cost. If RoadSoft isn't developed and made available to the local agencies, MDOT could be required to purchase an alternative pavement management system for local agency use.

Purpose/Business Case: To provide for the ongoing development and maintenance of RoadSoft. RoadSoft is a pavement management system that helps local road agencies to properly maintain their roads. MDOT's participation in the development and maintenance of this software is a crucial, auditable part of maintaining MDOT's fiduciary responsibility under 23 CFR 1, Section 27. MDOT's participation in this project is also crucial to its partnership with local road agencies for the development of a statewide asset management process, as required by PA 499 of 2002.

Benefit: Will fulfill MDOT's fiduciary responsibility under federal law for the maintenance of the federal aid system. This is also a critical element in the ongoing partnership between MDOT and the local road agencies to institute asset management on a statewide basis. This tool will provide for better decision-making.

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

Commitment Level: The authorization is for a fixed amount not to exceed \$699,720.22.

Risk Assessment: If the authorization is not approved, ongoing development will cease, and enhanced functionality may not be added to the software. This would cause problems for the local road agencies, as requested functionalities would not be built into the system.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49931.

SUBCONTRACTS

27.	Verplank Trucking Company P.O. Box 8 Ferrysburg, MI 49409	Low Bid: Eng. Estimate: % Under/Over Est.:	\$ 60,000 \$ 60,000 + 0%
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Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Verplank Trucking Company for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and eight contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, the Kent County Road Commission takes the lowest bidder based on the hourly rate and the type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, the Kent County Road Commission must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from January 1, 2011, through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This work is needed to keep the ramps and bridges in the county cleared.

Purpose/Business Case: To provide for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County.

Benefit: This contract will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The materials need to be trucked to be used for routine maintenance of the roads.

Cost Reduction: The services were competitively bid and advertised.

Selection: N/A.

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

Zip Code: 49409.

28.	MarJo Construction Services, Inc. 2635 Wilson Avenue SW Grand Rapids, MI 49534	Low Bid: Eng. Estimate: % Under/Over Est.:	\$ 60,000 \$ 60,000 + 0%
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Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to MarJo Construction Services, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and eight contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, the Kent County Road Commission takes the lowest bidder based on the hourly rate and the type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must

* Denotes a non-standard contract/amendment

contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, the Kent County Road Commission must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from January 1, 2011, through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This work is needed to keep the ramps and bridges in the county cleared.

Purpose/Business Case: To provide for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County.

Benefit: This contract will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The materials need to be trucked to be used for routine maintenance of the roads.

Cost Reduction: The services were competitively bid and advertised.

Selection: N/A.

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

Zip Code: 49534.

29.	Rusche Trucking, Inc. 4457 Alpine NW Comstock Park, MI 49321	Low Bid: Eng. Estimate: % Under/Over Est.:	\$ 60,000 \$ 60,000 + 0%
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Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Rusche Trucking, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and eight contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, the Kent County Road Commission takes the lowest bidder based on the hourly rate and the type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, the Kent County Road Commission must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from January 1, 2011, through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This work is needed to keep the ramps and bridges in the county cleared.

Purpose/Business Case: To provide for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County.

Benefit: This contract will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The materials need to be trucked to be used for routine maintenance of the roads.

Cost Reduction: The services were competitively bid and advertised.

Selection: N/A.

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

Zip Code: 49321.

* Denotes a non-standard contract/amendment

30.	Myles Excavating, Inc. 13707 Woodlawn Hills Drive Cedar Springs, MI 49319	Low Bid:	\$ 60,000
		Eng. Estimate:	\$ 60,000
		% Under/Over Est.:	+0%

Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Myles Excavating, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and eight contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, the Kent County Road Commission takes the lowest bidder based on the hourly rate and the type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, the Kent County Road Commission must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from January 1, 2011, through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This work is needed to keep the ramps and bridges in the county cleared.

Purpose/Business Case: To provide for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County.

Benefit: This contract will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The materials need to be trucked to be used for routine maintenance of the roads.

Cost Reduction: The services were competitively bid and advertised.

Selection: N/A.

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

Zip Code: 49319.

31.	Yellow Rose Transport, Inc. 3531 Busch Drive Grandville, MI 49418	Low Bid:	\$ 60,000
		Eng. Estimate:	\$ 60,000
		% Under/Over Est.:	+ 0%

Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Yellow Rose Transport, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and eight contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, the Kent County Road Commission takes the lowest bidder based on the hourly rate and the type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, the Kent County Road Commission must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from January 1, 2011, through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: This work is needed to keep the ramps and bridges in the county cleared.
Purpose/Business Case: To provide for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County.
Benefit: This contract will provide for safer highways by providing materials for road maintenance.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.
Risk Assessment: The materials need to be trucked to be used for routine maintenance of the roads.
Cost Reduction: The services were competitively bid and advertised.
Selection: N/A.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49418.

32.	Thunder Transport, LLC 5911 19 Mile Road Cedar Springs, MI 49319	Low Bid: Eng. Estimate: % Under/Over Est.:	\$ 60,000 \$ 60,000 + 0%
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Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Thunder Transport, LLC, for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and eight contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, the Kent County Road Commission takes the lowest bidder based on the hourly rate and the type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, the Kent County Road Commission must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from January 1, 2011, through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This work is needed to keep the ramps and bridges in the county cleared.
Purpose/Business Case: To provide for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County.
Benefit: This contract will provide for safer highways by providing materials for road maintenance.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.
Risk Assessment: The materials need to be trucked to be used for routine maintenance of the roads.
Cost Reduction: The services were competitively bid and advertised.
Selection: N/A.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49319.

33.	B & R Excavating, Inc. 710 West Cherry Street Wayland, MI 49348	Low Bid:	\$ 60,000
		Eng. Estimate:	\$ 60,000
		% Under/Over Est.:	+ 0%

Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to B & R Excavating, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and eight contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, the Kent County Road Commission takes the lowest bidder based on the hourly rate and the type of equipment needed. At least six different types of trailers are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, the Kent County Road Commission must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from January 1, 2011, through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This work is needed to keep the ramps and bridges in the county cleared.

Purpose/Business Case: To provide for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County.

Benefit: This contract will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The materials need to be trucked to be used for routine maintenance of the roads.

Cost Reduction: The services were competitively bid and advertised.

Selection: N/A.

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

Zip Code: 49348.

34.	Z Express Trucking, Inc. 3171 4 Mile Road NW Grand Rapids, MI 49544	Low Bid:	\$ 60,000
		Eng. Estimate:	\$ 60,000
		% Under/Over Est.:	+ 0%

Description of Work: Trucking of Various Road Materials

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Z Express Trucking, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and eight contractors bid. In order to provide a sufficient number of trucks to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, the Kent County Road Commission takes the lowest bidder based on the hourly rate and the type of equipment needed. At least six different types of trailers are needed to

haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, the Kent County Road Commission must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from January 1, 2011, through December 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This work is needed to keep the ramps and bridges in the county cleared.

Purpose/Business Case: To provide for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County.

Benefit: This contract will provide for safer highways by providing materials for road maintenance.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: The materials need to be trucked to be used for routine maintenance of the roads.

Cost Reduction: The services were competitively bid and advertised.

Selection: N/A.

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

Zip Code: 49544.

7.00 % DBE participation required

BIDDER	PROPOSAL PRICE SCORE	CONTRACTOR BID	BEST VALUE SELECTION	
Dan's Excavating, Inc.	215	\$ 9,164,500.00	Same	1 **
Posen Construction, Inc.	n/c	\$ 9,436,621.00	Same	Non-Responsive
Angelo Iafrate Construction	n/c	\$ 11,336,500.00	Same	Non-Responsive
Walter Toebe Construction	n/c	\$ 12,142,500.00	Same	Non-Responsive

4 Bidders

NOTE: The Best Value selection is calculated as follows:
 [Low Bid/Bid] X 200=Proposal Price Score

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

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

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

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

Funding Source:

34242A

Federal Highway Administration Funds	81.85 %
City of Rochester Hills	2.27 %
State Restricted Trunkline Funds	15.88 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48309.

STATE PROJECTS

37. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012001
 PROJECT NH 05011-83592
 LOCAL AGRMT.
 START DATE - JULY 05, 2011
 COMPLETION DATE - SEPTEMBER 23, 2011

ENG. EST. \$ 2,054,411.36
 LOW BID \$ 1,937,675.20
 % OVER/UNDER EST. -5.68 %

4.74 mi of hot mix asphalt base crushing and shaping, traffic signal replacement, and miscellaneous safety and drainage improvements on US-31 from the village of Elk Rapids northerly to Campbell Road, Antrim County. This project includes a 5 year materials and workmanship pavement warranty.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,937,675.20	Same	1 **
Elmer's Crane and Dozer, Inc.	\$ 1,958,868.50	Same	2
Payne & Dolan Inc.	\$ 2,245,455.94	Same	3

3 Bidders

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

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

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

Funding Source:

83592A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49629.

Benefit: This project will allow for the required grading and clearing activities to occur outside the time restrictions imposed by the U.S. Fish and Wildlife Service, as defined in the Final Environmental Impact Statement.

Funding Source:

110626A

Federal Highway Administration Funds	96.20 %
State Restricted Trunkline Funds	3.80 %

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

Risk Assessment: The relationships with the communities in the Grand Rapids/Holland/Grand Haven area may be compromised. They are anticipating the completion of this project as announced. The Department has previously committed to starting the construction of the Grand River crossing, this project is the first phase.

Cost Reduction: This is the first of many projects that will reduce the user delay costs and provide the public another crossing of the Grand River.

New Project Identification: New construction.

Selection: Low bid.

Zip Code: 49417.

39.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012003	\$ 340,907.29	\$ 275,043.82
	PROJECT BHI 11015-108174		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 11, 2011		
	COMPLETION DATE - AUGUST 26, 2011		-19.32 %

Healer sealer placement on 12 structures on I-94 over Galien River, over US-12, over Sawyer Road, over Old US-12, and over Lake Street, and on I-196 over I-94, Berrien County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Progress Company, Inc.	\$ 275,043.82	Same	1 **
RAM Construction Services of Mich	\$ 285,000.00	Same	2
J. Slagter & Son Construction Co.	\$ 327,615.80	Same	3
L. W. Lamb, Inc.			

3 Bidders

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

Purpose/Business Case: 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:

108174A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49106.

40. LETTING OF DECEMBER 03, 2010 ENG. EST. LOW BID
 PROPOSAL 1012012 \$ 2,291,660.05 \$ 2,162,607.81
 PROJECT ST 34011-87110, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 02, 2011
 COMPLETION DATE - AUGUST 19, 2011 -5.63 %

3.37 mi of hot mix asphalt resurfacing, crushing and shaping, drainage improvements, and safety upgrades on M-91 from north of M-44 northerly to south of Snow Lake Road, Ionia and Montcalm Counties. This project includes two 5 year materials and workmanship pavement warranties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 2,162,607.81	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 2,198,992.76	Same	2
D. J. McQuestion & Sons, Inc.	\$ 2,319,785.06	Same	3
Central Asphalt, Inc.	\$ 2,710,789.90	Same	4
Nashville Construction Company			

4 Bidders

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

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

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

Funding Source:

87110A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
87111A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48838.

41.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012013	\$ 1,093,078.56	\$ 1,539,338.56
	PROJECT STT 32091-104611		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - JULY 09, 2011		40.83 %

Structure replacement using precast elements, approach work, and maintaining traffic on M-25 over the White River, Huron County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 1,539,338.56	Same	1 **
Milbocker and Sons, Inc.	\$ 1,552,135.04	Same	2
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
Walter Toebe Construction Company			
S-L and H Contractors Incorporated			
J. E. Kloote Contracting, Inc.			
L. W. Lamb, 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:

104611A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48470.

42.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012014	\$ 311,149.36	\$ 286,894.93
	PROJECT STG 84912-106915		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 06, 2011		
	COMPLETION DATE - NOVEMBER 04, 2011		-7.80 %

Traffic signal modernization, concrete curb, gutter, sidewalk, and ADA ramps at 8 locations in the cities of Cadillac, Ludington and Manistee, Mason, Manistee, and Wexford Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Delta Electrical Contractors	\$ 286,894.93	Same	1 **
J.R. Howell; Airport Lighting, LLC	\$ 291,035.11	Same	2
J. Ranck Electric, Inc.	\$ 291,073.88	Same	3
Rauhorn Electric, Inc.	\$ 297,725.17	Same	4
Martell Electric, LLC	\$ 299,889.25	Same	5
Metropolitan Power and Lighting	\$ 309,839.99	Same	6
Strain Electric Company	\$ 323,945.25	Same	7
Windemuller Electric, Inc.	\$ 359,316.30	Same	8
Severance Electric Co., Inc.			

8 Bidders

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

106915A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Reconstruction and sign upgrade.

Selection: Low Bid.

Zip Code: 49738 Region Wide.

43.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012015	\$ 1,019,551.15	\$ 961,537.70
	PROJECT BHT 82081-106602		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MARCH 24, 2011		
	COMPLETION DATE - JUNE 24, 2011		-5.69 %

Bridge rehabilitation, epoxy overlay, deck patching, resealing joints, railing and substructure repairs, concrete beam end patching, steel beam end repair, spot painting, concrete surface coating, and maintaining traffic on M-153 over CSX Railroad in the city of Westland, Wayne County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 961,537.70	Same	1 **
J. Slagter & Son Construction Co.	\$ 995,771.15	Same	2
Walter Toebe Construction Company	\$ 1,023,149.11	Same	3
Anlaan Corporation	\$ 1,069,980.41	Same	4
Posen Construction, Inc.	\$ 1,208,206.29	Same	5
Dan's Excavating, Inc.			
E. C. Korneffel Co.			

5 Bidders

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

project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: 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:

106602A

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: 48185.

44.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012031	\$ 930,980.36	\$ 844,204.37
	PROJECT EBSL 52031-110598		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 20, 2011		
	COMPLETION DATE - 20 working days		-9.32 %

11.08 mi of double chip seal on M-35 from the Marquette/Delta county line northerly to west of County Road 465, Marquette 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	
Fahrner Asphalt Sealers, L.L.C.	\$ 844,204.37	Same	1 **
Scott Transportation, Inc.	\$ 852,171.43	Same	2

2 Bidders

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

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

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

Funding Source:

110598A

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: 49833.

45. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012032 \$ ENG. EST. \$ LOW BID
 PROJECT BHT 19021-106464 \$ 502,379.18 \$ 464,939.95
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 12, 2011
 COMPLETION DATE - AUGUST 26, 2011 -7.45 %

Deck joint replacement, crack seal, steel repair, partial painting, substructure repair, and maintaining traffic on I-96BL (Grand River Avenue) over CSX railroad, Clinton County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 464,939.95	Same	1 **
J. Slagter & Son Construction Co.	\$ 552,335.95	Same	2
C. A. Hull Co., Inc.	\$ 574,854.43	Same	3
Icarus Industrial Painting & Cont			
L. W. Lamb, Inc.			
Seaway Painting, L.L.C.			
Davis Construction, Inc.			

3 Bidders

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

Purpose/Business Case: 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:

106464A

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: 48906.

46. LETTING OF DECEMBER 03, 2010 ENG. EST. LOW BID
 PROPOSAL 1012035 \$ 2,139,401.57 \$ 2,144,536.37
 PROJECT IM 81104-110587
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 15, 2011
 COMPLETION DATE - 60 calendar days 0.24 %

5.03 mi of single course hot mix asphalt cold milling and resurfacing on I-94 from Parker Road to M-14, Washtenaw County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials Inc.	\$ 2,144,536.37	Same	1 **
Cadillac Asphalt, L.L.C.	\$ 2,181,271.35	Same	2
Rieth-Riley Construction Co., Inc.	\$ 2,224,462.08	Same	3
Ajax Paving Industries, Inc.	\$ 2,418,492.07	Same	4

4 Bidders

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

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

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

Funding Source:

110587A

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: 48103.

47.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012036	\$ 1,204,862.50	\$ 1,124,898.28
	PROJECT NH 43021-110465		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 18, 2011		
	COMPLETION DATE - 21 working days		-6.64 %

9.36 mi of hot mix asphalt cold milling and resurfacing on US-10 from west of the Lake/Mason county line to west of M-37, Mason and Lake Counties. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,124,898.28	Same	1 **
Elmer's Crane and Dozer, Inc.	\$ 1,235,362.64	Same	2

2 Bidders

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

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

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

Funding Source:

110465A

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: 49304.

48.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012037	\$ 250,171.52	\$ 255,583.31
	PROJECT BHI 13073-104146		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 02, 2011		
	COMPLETION DATE - JULY 29, 2011		2.16 %

Deep concrete overlay, thrie beam retrofit, and approach work on I-69 under P Drive South, Calhoun County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 255,583.31	Same	1 **
Anlaan Corporation	\$ 268,192.35	Same	2
C. A. Hull Co., Inc.	\$ 302,915.35	Same	3
Davis Construction, Inc.	\$ 309,157.17	Same	4
L. W. Lamb, 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: 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:

104146A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49036.

49. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012042 ENG. EST. LOW BID
 \$ 3,314,361.51 \$ 3,081,394.87
 PROJECT ST 34032-90033, ETC
 LOCAL AGRMT. 10-5612 % OVER/UNDER EST.
 START DATE - APRIL 18, 2011
 COMPLETION DATE - JUNE 01, 2012 -7.03 %

1.05 mi of concrete pavement reconstruction and repairs, spall repairs, concrete joint sealing, diamond grinding, enclosed drainage, watermain and sanitary sewer replacement, decorative lighting, and traffic signal installation on M-66 from the Grand River north bridge approach northerly to M-21 in the city of Ionia, Ionia County.

This project includes a 5 year materials and workmanship pavement warranty.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 3,081,394.87	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 3,097,536.57	Same	2
Schippers Excavating, Inc.	\$ 3,115,054.89	Same	3
C L Trucking & Excavating, LLC	\$ 3,205,800.14	Same	4
Nashville Construction Company	\$ 3,293,743.02	Same	5
Milbocker and Sons, Inc.	\$ 3,581,250.28	Same	6
Dykema Excavators, Inc.	\$ 3,728,879.23	Same	7
Kentwood Excavating, Inc.	\$ 3,791,053.30	Same	8
Diversco Construction Company, Inc.	\$ 3,824,325.35	Same	9
C & D Hughes, Inc.	\$ 4,005,131.13	Same	10
Florence Cement Company			
Major Cement Co.			
Crawford Contracting, Inc.			
Ajax Paving Industries, Inc.			
Walter Toebe Construction Company			
Dan's Excavating, Inc.			
Nagel Construction, Inc.			

Wyoming Excavators, Inc.
Mead Bros. Excavating Inc.
Dean's Landscaping & Excavating
E.T. MacKenzie Company
Tony Angelo Cement Construction Co
D. J. McQuestion & Sons, Inc.

10 Bidders

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

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

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

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

Funding Source:

109051A	
Federal Highway Administration Funds	81.15 %
State Restricted Trunkline Funds	18.85 %
90033A	
Federal Highway Administration Funds	50.40 %
City of Ionia	38.42 %
State Restricted Trunkline Funds	11.18 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48846.

50. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012043
 PROJECT EBSL 84912-110658
 LOCAL AGRMT.
 START DATE - MAY 16, 2011
 COMPLETION DATE - AUGUST 12, 2011

ENG. EST. LOW BID
 \$ 1,333,613.09 \$ 1,207,587.85
 % OVER/UNDER EST.
 -9.45 %

33.77 mi of overband crack treatment and chip sealing on various routes, Iosco, Montmorency, and Presque Isle Counties. 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	
Fahrner Asphalt Sealers, L.L.C.	\$ 1,207,587.85	Same	1 **
Scott Transportation, Inc.	\$ 1,239,145.70	Same	2

2 Bidders

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

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

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

Funding Source:

110658A	
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: 49709.

51. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012044
 PROJECT M 84909-M00225
 LOCAL AGRMT.
 START DATE - FEBRUARY 01, 2011
 COMPLETION DATE - JANUARY 31, 2014

ENG. EST. \$ 5,747,904.35
 LOW BID \$ 3,985,129.67
 % OVER/UNDER EST.

-30.67 %

Preventive maintenance, relocation, installation, and removal of the MDOT-owned freeway lighting facilities located in the cities of Allen Park, Dearborn, Dearborn Heights, Detroit, Hamtramck, Harper Woods, Highland Park, Lincoln Park, Livonia, Melvindale, Romulus, and Southgate, Wayne County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Motor City Electric Utilities Comp	\$ 3,985,129.67	Same	1 **
J. Ranck Electric, Inc.	\$ 4,036,055.82	Same	2
Rauhorn Electric, Inc.	\$ 4,593,293.10	Same	3
Harlan Electric Company	\$ 5,001,189.41	Same	4
RMD Holdings, Ltd.			
Metropolitan Power and Lighting			
Martell Electric, LLC			

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: 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:

M00225

State Restricted Trunkline Funds 100 %

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

Risk Assessment: The relationships with the 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: 48216.

52. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012045
 PROJECT EBSL 02031-110277
 LOCAL AGRMT.
 START DATE - JUNE 01, 2011
 COMPLETION DATE - AUGUST 01, 2011

ENG. EST. \$ 1,765,530.35
 LOW BID \$ 1,556,482.49
 % OVER/UNDER EST. -11.84 %

13.20 mi of hot mix asphalt cold milling and resurfacing, curb and gutter replacement, sidewalk ramp repairs, and guardrail replacement on M-67 from US-41 northerly to the village of Chatham in the villages of Chatham and Trenary, Alger County. This project includes two 3 year materials and workmanship pavement warranties.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan Inc.	\$ 1,556,482.49	Same	1 **
Bacco Construction Company	\$ 1,626,372.09	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,683,599.44	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:

110277A

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: 49891.

Funding Source:

110278A

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: 49837.

57. LETTING OF DECEMBER 03, 2010 ENG. EST. LOW BID
 PROPOSAL 1012056 \$ 421,100.44 \$ 371,393.90
 PROJECT ST 32091-110291
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 11, 2011
 COMPLETION DATE - AUGUST 01, 2011 -11.80 %

6.01 mi of double chip seal and fog seal on M-25 from south of the Huron/Sanilac county line northerly to south of Helena Road, Sanilac and Huron Counties. 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	
Fahrner Asphalt Sealers, L.L.C.	\$ 371,393.90	Same	1 **
Highway Maintenance and Construct	\$ 417,476.29	Same	2
Scott Transportation, Inc.			

2 Bidders

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

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

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

Funding Source:

110291A
 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: 48441.

58. LETTING OF DECEMBER 03, 2010 ENG. EST. LOW BID
 PROPOSAL 1012058 \$ 385,492.71 \$ 373,929.40
 PROJECT ST 84914-110491
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 09, 2011
 COMPLETION DATE - JUNE 17, 2011 -3.00 %

56.60 mi of hot mix asphalt crack treatment at various locations on US-127, US-127BR, M-46, M-15, US-10, US-10BR, and M-18, Clare, Saginaw, Gladwin, Gratiot, and Midland Counties. 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	
Interstate Sealant & Concrete, Inc.	\$ 373,929.40	Same	1 **
Fahrner Asphalt Sealers, L.L.C.	\$ 394,254.51	Same	2
Michigan Joint Sealing, Inc.	\$ 419,898.00	Same	3
Scodeller Construction, Inc.	\$ 420,842.00	Same	4
Causie Contracting, Inc.	\$ 428,054.60	Same	5

5 Bidders

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

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

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

Funding Source:

110491A
 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: 48624 Region-wide.

59.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012059	\$ 453,952.12	\$ 415,087.38
	PROJECT NH 63022-110757		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 15, 2011		
	COMPLETION DATE - SEPTEMBER 25, 2011		-8.56 %

1.03 mi of hot mix asphalt cold milling and resurfacing, shoulder corrugations, and permanent pavement markings on the M-5 Connector eastbound and westbound from west of Haggerty Road to west of Grand River Avenue in the cities of Novi and Farmington Hills, Oakland County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 415,087.38	Same	1 **
Barrett Paving Materials Inc.	\$ 467,987.40	Same	2
Cadillac Asphalt, L.L.C.	\$ 506,357.90	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:

110757A

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: 48335.

LOCAL PROJECTS

60.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012004	\$ 572,429.04	\$ 562,514.31
	PROJECT STU 82457-111312		
	LOCAL AGRMT. 10-5694		% OVER/UNDER EST.
	START DATE - APRIL 15, 2011		
	COMPLETION DATE - AUGUST 15, 2011		-1.73 %

0.41 of mi hot mix asphalt and concrete pavement reconstruction including concrete sidewalk ramps, drainage improvements, adjustments, and pavement markings on Great Lakes Avenue from West Jefferson Avenue to Marion Industrial Highway in the city of River Rouge, Wayne County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 562,514.31	Same	1 **
Pamar Enterprises, Inc.	\$ 565,821.02	Same	2
Service Construction, L.L.C.	\$ 566,851.56	Same	3
Florence Cement Company	\$ 581,775.66	Same	4
ABC Paving Company	\$ 609,007.66	Same	5
Stante B&V Construction	\$ 618,198.43	Same	6
Dan's Excavating, Inc.	\$ 624,246.11	Same	7
San Marino Excavating, Inc.	\$ 650,671.82	Same	8
Angelo Iafrate Construction Company	\$ 675,998.53	Same	9
Al's Asphalt Paving Co.			
Cadillac Asphalt, L.L.C.			
Barrett Paving Materials Inc.			
Tony Angelo Cement Construction Co.			
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 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:

111312A

Federal Highway Administration Funds	81.85 %
City of River Rouge	18.15 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48218.

61. LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
PROPOSAL 1012005	\$ 543,468.37	\$ 524,809.99
PROJECT STH 50609-108633		
LOCAL AGRMT. 10-5739		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - AUGUST 31, 2011		-3.43 %

Traffic signal upgrades, installation of left turn phase, box span installation, and pedestrian countdown signals on 13 Mile Road at Utica Road, 14 Mile Road at Hayes Road, Moravian Drive at Utica Road, and on Schoenherr Road at 24 Mile Road in the city of Fraser, Macomb County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power and Lighting	\$ 524,809.99	Same	1 **
Rauhorn Electric, Inc.	\$ 564,465.24	Same	2
J. Ranck Electric, Inc.	\$ 623,882.75	Same	3
Martell Electric, LLC			
Motor City Electric Utilities Comp			
Severance Electric Co., Inc.			
Delta Electrical Contractors			

3 Bidders

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

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

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

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

Funding Source:

108633A

Macomb County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

Selection: Low bid.

Zip Code: 48315.

62. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012006 ENG. EST. LOW BID
 PROJECT BRT 50004-102579 \$ 2,671,709.00 \$ 2,407,479.23
 LOCAL AGRMT. 10-5730 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 23, 2011 -9.89 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Moravian Drive at Clinton River, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Company	\$ 2,407,479.23	Same	1 **
Milbocker and Sons, Inc.	\$ 2,412,882.51	Same	2
Anlaan Corporation	\$ 2,574,822.94	Same	3
Posen Construction, Inc.	\$ 2,594,912.81	Same	4
E. C. Korneffel Co.	\$ 2,596,648.66	Same	5
Dan's Excavating, Inc.	\$ 2,698,874.00	Same	6
C. A. Hull Co., Inc.	\$ 2,731,749.16	Same	7
Angelo Iafrate Construction Company			
Pamar Enterprises, Inc.			
S-L and H Contractors Incorporated			
J. Slagter & Son Construction Co.			

7 Bidders

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

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

Purpose/Business Case: This project is for the 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:

102579A	
Macomb County	6.51 %
Federal Highway Administration Funds	78.73 %
State Restricted Trunkline Funds	14.76 %

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

Risk Assessment: If 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: 48038.

63. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012007
 PROJECT STUL 73404-102261
 LOCAL AGRMT. 10-5737
 START DATE - MAY 31, 2011
 COMPLETION DATE - OCTOBER 21, 2011

	ENG. EST.	LOW BID
	\$ 2,569,121.25	\$ 2,137,337.03
		% OVER/UNDER EST.
		-16.81 %

0.89 mi of hot mix asphalt reconstruction, cold milling, and resurfacing, full-depth pavement repairs, concrete curb, gutter, sidewalk, and ADA ramps, street lights, and watermain on Court Street from Bay Street to the Court Street Bridge in the city of Saginaw, Saginaw County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kalin Construction Co., Inc.	\$ 2,137,337.03	Same	1 **
Champagne and Marx Excavating, Inc.	\$ 2,282,202.41	Same	2
Pamar Enterprises, Inc.	\$ 2,286,210.75	Same	3
Tri-City Groundbreakers, Inc.	\$ 2,297,395.44	Same	4
Geiersbach Construction, Inc.	\$ 2,309,490.65	Same	5
Dan's Excavating, Inc.	\$ 2,326,549.38	Same	6
Zito Construction	\$ 2,384,326.68	Same	7
Rohde Bros. Excavating, Inc.	\$ 2,434,400.00	Same	8
DiPonio Contracting, Inc.	\$ 2,474,769.63	Same	9
Lee Wood Contracting, Inc.	\$ 2,479,209.32	Same	10
Kamminga & Roodvoets, Inc.	\$ 2,492,286.80	Same	11
L.J. Construction, Inc.	\$ 2,541,334.90	Same	12
Angelo Iafrate Construction Company	\$ 2,627,240.05	Same	13
D. J. McQuestion & Sons, Inc.			
Milbocker and Sons, Inc.			
Wooten Contracting Co.			
Pyramid Paving and Contracting Co.			
Saginaw Asphalt Paving Co.			
M & M Excavating Company			

13 Bidders

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

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

impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the 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:

102261A
 Federal Highway Administration Funds 64.95 %
 City of Saginaw 35.05 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48602.

64.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012008	\$ 790,179.00	\$ 786,083.00
	PROJECT BHT 50014-102578		
	LOCAL AGRMT. 10-5706		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 16, 2011		-0.52 %

Bridge rehabilitation, superstructure replacement, approach work with concrete paving, and guardrail placement on 14 Mile Road at Big Beaver Creek, Macomb County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 786,083.00	Same	1 **
S-L and H Contractors Incorporated	\$ 786,271.57	Same	2
E. C. Korneffel Co.	\$ 793,570.66	Same	3
Posen Construction, Inc.	\$ 802,800.32	Same	4
Walter Toebe Construction Company	\$ 843,050.62	Same	5
Nashville Construction Company	\$ 884,361.77	Same	6
Anlaan Corporation	\$ 887,689.95	Same	7
Milbocker and Sons, Inc.	\$ 918,479.03	Same	8
C. A. Hull Co., Inc.	\$ 1,065,314.82	Same	9
J. Slagter & Son Construction Co.			
Pamar Enterprises, Inc.			
Angelo Iafrate Construction Company			

9 Bidders

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

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

Purpose/Business Case: This project is for the 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:

102578A	
Macomb County	6.05 %
Federal Highway Administration Funds	79.12 %
State Restricted Trunkline Funds	14.83 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 48093.

65.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012009	\$ 319,499.50	\$ 265,637.29
	PROJECT CMG 44900-110951		
	LOCAL AGRMT. 10-5738		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 02, 2011		-16.86 %

Traffic signal upgrades, wireless interconnect, concrete sidewalk, and ADA sidewalk ramps at 5 locations areawide in the city of Lapeer, Lapeer County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J.R. Howell; Airport Lighting, LLC	\$ 265,637.29	Same	1 **
Metropolitan Power and Lighting	\$ 268,976.47	Same	2
J. Ranck Electric, Inc.	\$ 275,995.62	Same	3
Rauhorn Electric, Inc.	\$ 278,490.52	Same	4
Delta Electrical Contractors	\$ 280,200.40	Same	5
Severance Electric Co., Inc.			
Motor City Electric Utilities Comp.			
Martell Electric, LLC			

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 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:

110951A

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: 48446.

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: 48185.

67. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012011 \$ ENG. EST. LOW BID
 PROJECT SRSI 25049-104967 \$ 80,697.00 \$ 66,140.77
 LOCAL AGRMT. 10-5686 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 20, 2011 -18.04 %

Bike, pedestrian, sidewalk, and safety improvements on Saginaw Road at Grand Blanc East Middle School in the city of Grand Blanc, Genesee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 66,140.77	Same	1 **
L & M Landshaping, Inc.	\$ 67,197.51	Same	2
Zito Construction	\$ 69,818.00	Same	3
Capozzo & Sons Excavating, Inc.	\$ 73,699.20	Same	4
Audia Concrete Construction, Inc.	\$ 75,391.24	Same	5
Eastlund Concrete Construction	\$ 78,751.64	Same	6
Goretski's Construction Company	\$ 78,962.20	Same	7
Warren Contractors & Development	\$ 80,725.00	Same	8
ABC Paving Company			
Novak Construction			

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 a qualifying activity as stipulated under the Safe Routes to Schools Program in Section 1404 of the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, infrastructure improvements will be made to encourage and enable students and pedestrians to walk and bicycle to school.

Funding Source:

104967A

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 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: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48439.

68.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012016	\$ 952,771.05	\$ 823,813.00
	PROJECT STU 50458-111069		
	LOCAL AGRMT. 10-5736		% OVER/UNDER EST.
	START DATE - APRIL 25, 2011		
	COMPLETION DATE - JUNE 30, 2011		-13.54 %

0.99 mi of cold milling hot mix asphalt and concrete pavement, concrete pavement repairs, sidewalk, and ADA ramps, and earthwork on Ryan Road from 8 Mile Road to 9 Mile Road in the city of Warren, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 823,813.00	Same	1 **
Barrett Paving Materials Inc.	\$ 845,773.53	Same	2
Florence Cement Company	\$ 863,656.85	Same	3
Cadillac Asphalt, L.L.C.	\$ 873,187.90	Same	4
Pro-Line Asphalt Paving Corp.	\$ 928,080.73	Same	5
Angelo Iafrate Construction Company			
Major Cement Co.			
Kalin Construction Co., Inc.			
Zito Construction			
Pamar Enterprises, Inc.			

5 Bidders

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

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

traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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

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

Funding Source:

111069A

Federal Highway Administration Funds 81.55 %

City of Warren 18.45 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48093.

69.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012017	\$ 302,800.00	\$ 279,789.00
	PROJECT CMG 33400-110094		
	LOCAL AGRMT. 10-5734		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 60 working days		-7.60 %

Installation of roadway sensors at 44 intersections in the city of Lansing, Ingham County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power and Lighting	\$ 279,789.00	Same	1 **
Rauhorn Electric, Inc.	\$ 283,535.00	Same	2
Martell Electric, LLC	\$ 285,675.00	Same	3
J. Ranck Electric, Inc.	\$ 289,600.01	Same	4
Strain Electric Company	\$ 298,501.00	Same	5
J.R. Howell; Airport Lighting, LLC	\$ 299,000.04	Same	6
Severance Electric Co., Inc.	\$ 313,863.72	Same	7
Delta Electrical Contractors	\$ 318,650.00	Same	8
Motor City Electric Utilities Comp			
RMD Holdings, Ltd.			

8 Bidders

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

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

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

110094A

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: 48911.

70.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012018	\$ 1,224,886.50	\$ 1,127,227.45
	PROJECT STU 82457-111308		
	LOCAL AGRMT. 10-5693		% OVER/UNDER EST.
	START DATE - APRIL 15, 2011		
	COMPLETION DATE - 50 working days		-7.97 %

0.99 mi of hot mix asphalt road resurfacing including cold milling, bridge rehabilitation, concrete sidewalk ramps, and pavement markings on Allen Road from Sibley Road to Pennsylvania Road, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, L.L.C.	\$ 1,127,227.45	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,136,118.87	Same	2
Barrett Paving Materials Inc.	\$ 1,149,799.90	Same	3

3 Bidders

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

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

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

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

Funding Source:

111308A	
Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48192.

71.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012019	\$ 1,181,783.40	\$ 1,073,451.53
	PROJECT STU 82457-111385		
	LOCAL AGRMT. 10-5705		% OVER/UNDER EST.
	START DATE - APRIL 15, 2011		
	COMPLETION DATE - 40 working days		-9.17 %

1.08 mi of hot mix asphalt resurfacing including cold milling, concrete sidewalk ramps, guardrail upgrades, and pavement markings on Wayne Road from south of Goddard Road to north of Wick Road in the city of Romulus, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 1,073,451.53	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,098,076.88	Same	2
Barrett Paving Materials Inc.	\$ 1,135,852.64	Same	3
Cadillac Asphalt, L.L.C.	\$ 1,248,108.35	Same	4
Al's Asphalt Paving Co.	\$ 1,261,912.78	Same	5

5 Bidders

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

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

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

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

Funding Source:

111385A

Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48174.

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:

108849A
 Oscoda County 20.00 %
 Federal Highway Administration Funds 80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48647.

74. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012023 \$ ENG. EST. \$ LOW BID
 PROJECT BRT 12001-86381 \$ 466,379.35 \$ 453,906.90
 LOCAL AGRMT. 10-5760 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 15, 2011 -2.67 %

Bridge removal and replacement with prestressed concrete box beams, structure backfill, slope restoration, approach work, and maintaining traffic on South Fremont Road at Tallahassee Creek, Branch County.

3.00 % DBE participation required.

BIDDER	AS-SUBMITTED	AS-CHECKED	
E. T. MacKenzie Company	\$ 453,906.90	Same	1 **
J. E. Kloote Contracting, Inc.	\$ 456,728.35	Same	2
Milbocker and Sons, Inc.	\$ 467,414.92	Same	3
Anlaan Corporation	\$ 477,272.98	Same	4
Nashville Construction Company	\$ 546,427.52	Same	5
J. Slagter & Son Construction Co.			
L. W. Lamb, Inc.			
S-L and H Contractors Incorporated			
Davis Construction, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for 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:

86381A	
Branch 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: 49036.

75.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012024	\$ 47,456.00	\$ 40,929.25
	PROJECT STH 72609-108851		
	LOCAL AGRMT. 10-5757		% OVER/UNDER EST.
	START DATE - JUNE 01, 2011		
	COMPLETION DATE - AUGUST 01, 2011		-13.75 %

0.06 mi of base crushing and shaping, hot mix asphalt paving, guardrail installation, and slope restoration on County Road 107 from Atwood Drive northerly to Nestel Road, Roscommon County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 40,929.25	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 50,834.00	Same	2
Pyramid Paving and Contracting Co.	\$ 54,260.80	Same	3
D. J. McQuestion & Sons, Inc.	\$ 55,256.50	Same	4
Nashville Construction Company	\$ 63,475.65	Same	5
Snowden, Inc.			
Dale Dukes & Sons, Inc.			
J & J Contracting, Inc.			

5 Bidders

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

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

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

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

Funding Source:

108851A

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

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48651.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 48093.

77.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012027	\$ 378,674.50	\$ 319,966.90
	PROJECT HRRR 73609-107987		
	LOCAL AGRMT. 10-5744		% OVER/UNDER EST.
	START DATE - MAY 02, 2011		
	COMPLETION DATE - JULY 15, 2011		-15.50 %

1.01 mi of super-elevation modification, trenching, shoulder widening, hot mix asphalt surfacing, ditch enclosure, tree removal, and permanent signing improvements on Wadsworth Road from Gera Road to Block Road, Saginaw County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Co.	\$ 319,966.90	Same	1 **
Pyramid Paving and Contracting Co.	\$ 355,573.45	Same	2
Lois Kay Contracting Co.	\$ 371,665.75	Same	3
D. J. McQuestion & Sons, Inc.			

3 Bidders

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

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

Purpose/Business Case: This project is for 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:

107987A
 Saginaw County 10.00 %
 Federal Highway Administration Funds 90.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48606.

78. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012028 \$ ENG. EST. 321,397.00 \$ LOW BID 186,950.02
 PROJECT STH 29609-108611
 LOCAL AGRMT. 10-5731 % OVER/UNDER EST.
 START DATE - MAY 16, 2011
 COMPLETION DATE - AUGUST 19, 2011 -41.83 %

0.09 mi of culvert reconstruction and extension on West Jefferson at Sugar Creek, Gratiot County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Wonsey Tree Service, Inc.	\$ 186,950.02	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 219,817.12	Same	2
D. J. McQuestion & Sons, Inc.	\$ 226,283.11	Same	3
Wooten Contracting Co.	\$ 241,166.38	Same	4
L.J. Construction, Inc.	\$ 263,940.70	Same	5
J. Slagter & Son Construction Co.	\$ 265,522.21	Same	6
S-L and H Contractors Incorporated	\$ 265,599.37	Same	7
J. E. Kloote Contracting, Inc.	\$ 267,947.00	Same	8
Anlaan Corporation	\$ 294,132.00	Same	9
Champagne and Marx Excavating, Inc.	\$ 304,302.53	Same	10
Nashville Construction Company	\$ 315,047.84	Same	11
Miller Development, Inc.			
Milbocker and Sons, Inc.			
John Henry Excavating Inc.			
Heystek Contracting, Inc.			

11 Bidders

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

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

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

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

Funding Source:

108611A		
Gratiot County		20.00 %
Federal Highway Administration Funds		80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48880.

79.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012029	\$ 248,283.20	\$ 185,205.92
	PROJECT EDDE 72555-105684		
	LOCAL AGRMT. 10-5759		% OVER/UNDER EST.
	START DATE - MAY 16, 2011		
	COMPLETION DATE - JULY 01, 2011		-25.41 %

3.08 mi of hot mix asphalt ultra-thin overlay, cold milling, aggregate shoulders, and pavement markings on Old M-76 (Saint Helen Road) from Old M-55 northerly to Artesia Beach Road, Roscommon County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving and Contracting Co.	\$ 185,205.92	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 188,652.76	Same	2
Bolen Asphalt Paving, Inc.	\$ 213,668.84	Same	3

3 Bidders

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

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

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

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

Funding Source:

105684A

Roscommon County	20.00 %
Federal Highway Administration Funds	66.00 %
State Restricted Trunkline Funds	14.00 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48656.

80. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012033 \$ ENG. EST. \$ LOW BID
 PROJECT EDDF 76555-105299 \$ 545,381.85 \$ 429,800.30
 LOCAL AGRMT. 10-5753 % OVER/UNDER EST.
 START DATE - JUNE 13, 2011
 COMPLETION DATE - SEPTEMBER 30, 2011 -21.19 %

1.10 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate shoulders, culverts, and slope restoration on State Road from Juddville Road northerly to Riley Road, Shiawassee County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Wonsey Tree Service, Inc.	\$ 429,800.30	Same	1 **
C L Trucking & Excavating, LLC	\$ 453,884.93	Same	2
Kennedy Excavating, Inc.	\$ 464,947.75	Same	3
Davis Construction, Inc.	\$ 476,739.89	Same	4
Crawford Contracting, Inc.	\$ 477,153.01	Same	5
Milbocker and Sons, Inc.	\$ 477,674.65	Same	6
L.J. Construction, Inc.	\$ 479,912.88	Same	7
Dean Holmes Excavating, Ltd.	\$ 482,548.74	Same	8
Novak Construction	\$ 487,258.86	Same	9
Nashville Construction Company	\$ 487,736.98	Same	10
Pyramid Paving and Contracting Co.	\$ 495,689.20	Same	11
C & D Hughes, Inc.	\$ 499,949.15	Same	12
Zito Construction	\$ 500,744.60	Same	13
Rieth-Riley Construction Co., Inc.	\$ 502,912.21	Same	14
Wooten Contracting Co.	\$ 511,660.30	Same	15
Kamminga & Roodvoets, Inc.	\$ 522,381.95	Same	16
Florence Cement Company	\$ 523,071.69	Same	17
Geiersbach Construction, Inc.	\$ 523,578.30	Same	18
Ace Asphalt & Paving Company			
Champagne and Marx Excavating, Inc.			
Rohde Bros. Excavating, Inc.			
Eastern Asphalt Company, Inc.			
Michigan Paving and Materials Comp			
D. J. McQuestion & Sons, Inc.			
Lee Wood Contracting, 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 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:

105299A

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

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48867.

81.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012034	\$ 457,291.00	\$ 438,693.20
	PROJECT BRT 83013-89890		
	LOCAL AGRMT. 10-5701		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 17, 2011		-4.07 %

Bridge removal and replacement with a timber structure, clearing channel, earth excavation, placing riprap, approach work with hot mix asphalt paving, and maintaining traffic on West 30 Road at Stagle Creek, Wexford County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 438,693.20	Same	1 **
D. J. McQuestion & Sons, Inc.	\$ 443,727.19	Same	2
Anlaan Corporation	\$ 448,522.60	Same	3
S-L and H Contractors Incorporated	\$ 450,543.10	Same	4
Milbocker and Sons, Inc.	\$ 461,913.85	Same	5
L. W. Lamb, Inc.	\$ 469,037.60	Same	6
J. E. Kloote Contracting, Inc.	\$ 488,803.00	Same	7
Molon Excavating, Inc.			
J. Slagter & Son Construction Co.			
Rieth-Riley Construction Co., Inc.			
John Henry Excavating Inc.			
Miller Development, Inc.			

7 Bidders

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

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

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

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

Funding Source:

89890A	
Wexford 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: 49638.

82.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012038	\$ 238,222.75	\$ 230,153.42
	PROJECT STH 25609-108602		
	LOCAL AGRMT. 10-5733		% OVER/UNDER EST.
	START DATE - MAY 02, 2011		
	COMPLETION DATE - JULY 01, 2011		-3.39 %

0.97 mi of shoulder widening and hot mix asphalt shoulder and rumble strip installation on East Stanley Road from Bray Road to Center Road, Genesee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zito Construction	\$ 230,153.42	Same	1 **
Service Construction, L.L.C.	\$ 249,351.97	Same	2
Florence Cement Company	\$ 253,219.50	Same	3
Geiersbach Construction, Inc.	\$ 258,663.05	Same	4
Pyramid Paving and Contracting Co.	\$ 260,346.80	Same	5
Nashville Construction Company	\$ 261,675.79	Same	6
L & M Landshaping, Inc.	\$ 264,073.66	Same	7
DiPonio Contracting, Inc.	\$ 264,464.52	Same	8
Kennedy Excavating, Inc.	\$ 264,742.22	Same	9
Ace Asphalt & Paving Company	\$ 265,038.61	Same	10
Novak Construction	\$ 271,638.00	Same	11
Cadillac Asphalt, L.L.C.	\$ 301,095.85	Same	12
Heystek Contracting, Inc.	\$ 331,989.30	Same	13
Jack Fick Excavating, Inc.			
Wonsey Tree Service, Inc.			
Milbocker and Sons, Inc.			
Dean Holmes Excavating, Ltd.			

13 Bidders

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

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

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

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

Funding Source:

108602A

Genesee County	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48458.

83. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012039 \$ ENG. EST. 396,991.60 \$ LOW BID 291,959.53
 PROJECT STH 76609-108856
 LOCAL AGRMT. 10-5720 % OVER/UNDER EST.
 START DATE - APRIL 18, 2011
 COMPLETION DATE - SEPTEMBER 30, 2011 -26.46 %

0.18 mi of hot mix asphalt reconstruction including earthwork, subbase, aggregate base, drainage, concrete curb and gutter, signing, and pavement markings on Grand River Road from west of Colby Lake Road easterly to east of Colby Lake Road, Shiawassee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dean Holmes Excavating, Ltd.	\$ 291,959.53	Same	1 **
C L Trucking & Excavating, LLC	\$ 294,364.27	Same	2
Wonsey Tree Service, Inc.	\$ 311,481.02	Same	3
Burkett Excavating	\$ 316,962.28	Same	4
Cadwell Bros. Construction Company	\$ 321,050.65	Same	5
Milbocker and Sons, Inc.	\$ 322,055.73	Same	6
Davis Construction, Inc.	\$ 326,072.93	Same	7
Kennedy Excavating, Inc.	\$ 336,652.46	Same	8
C & D Hughes, Inc.	\$ 337,681.12	Same	9
Nashville Construction Company	\$ 341,144.05	Same	10
Novak Construction	\$ 342,139.58	Same	11
Zito Construction	\$ 346,014.46	Same	12
Rieth-Riley Construction Co., Inc.	\$ 347,593.53	Same	13
Jack Fick Excavating, Inc.	\$ 354,807.68	Same	14
Florence Cement Company	\$ 363,793.22	Same	15
L.J. Construction, Inc.	\$ 366,834.40	Same	16
Rohde Bros. Excavating, Inc.	\$ 388,159.00	Same	17
Michigan Paving and Materials Comp			
Eastlund Concrete Construction			
L & M Landshaping, Inc.			
Ace Asphalt & Paving Company			

17 Bidders

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

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

Purpose/Business Case: This project is for 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:

108856A		
Shiawassee County		20.00 %
Federal Highway Administration Funds		80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48867.

84.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012040	\$ 164,849.71	\$ 169,394.90
	PROJECT CMG 50400-109651		
	LOCAL AGRMT. 10-5740		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2011		2.76 %

Traffic signal upgrades, wireless interconnect, vehicle and pedestrian detection, and video surveillance on 14 Mile Road from Dequindre Road to Harper Avenue in the city of Fraser, Macomb County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power and Lighting	\$ 169,394.90	Same	1 **
Rauhorn Electric, Inc.	\$ 186,356.04	Same	2
Severance Electric Co., Inc.	\$ 187,780.29	Same	3
J. Ranck Electric, Inc.	\$ 197,516.25	Same	4
Martell Electric, LLC			
Motor City Electric Utilities Comp			
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:

109651A

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: 48093.

85. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012041 \$ ENG. EST. 76,855.50 \$ LOW BID 74,911.00
 PROJECT STH 59609-108839
 LOCAL AGRMP. 10-5754 % OVER/UNDER EST.
 START DATE - APRIL 18, 2011
 COMPLETION DATE - JULY 01, 2011 -2.53 %

0.27 mi of guardrail upgrades on West County Line Road north of Wood Lake Road, on Lake Montcalm Road east of Bollinger Road, on Stanton Road east of Cedar Lake Road and at Dickerson Lake, and on Johnson Road at Kickland Road, Montcalm County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 74,911.00	Same	1 **
J & J Contracting, Inc.	\$ 82,653.00	Same	2
Nashville Construction Company	\$ 82,736.42	Same	3
Dale Dukes & Sons, Inc.	\$ 88,109.00	Same	4
Rite Way Fence, Inc.	\$ 89,318.30	Same	5

5 Bidders

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

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

Purpose/Business Case: This project is for 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:

108839A	
Montcalm County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

106984A	
Montcalm County	58.00 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	42.00 %

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

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

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

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48812.

87.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012049	\$ 961,509.60	\$ 783,668.10
	PROJECT EDDF 01555-39504		
	LOCAL AGRMT. 10-5765		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2011		-18.50 %

2.64 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate base, earthwork, culverts, and slope restoration on F-30 (Mikado Road) from Wice Road easterly to US-23, Alcona County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cordes Excavating, Inc.	\$ 783,668.10	Same	1 **
D. J. McQuestion & Sons, Inc.	\$ 789,252.15	Same	2
Katterman Trucking, Inc.	\$ 880,169.84	Same	3
Bolen Asphalt Paving, Inc.	\$ 882,523.85	Same	4
M & M Excavating Company	\$ 904,222.70	Same	5
Lee Wood Contracting, Inc.	\$ 1,094,191.87	Same	6
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
Pyramid Paving and Contracting Co.			

6 Bidders

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

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

Purpose/Business Case: This project is for the 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:

39504A

Alcona County	20.00 %
Federal Highway Administration Funds	49.00 %
State Restricted Trunkline Funds	31.00 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48745.

88. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012050 \$ ENG. EST. LOW BID
 PROJECT BRT 75002-102645 \$ 403,303.00 \$ 351,293.19
 LOCAL AGRMT. 10-5742 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2011 -12.90 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on County Road 436 at Bear Creek, Schoolcraft County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 351,293.19	Same	1 **
J. E. Kloote Contracting, Inc.	\$ 384,945.00	Same	2
A. Lindberg & Sons, Inc.	\$ 394,052.50	Same	3
Hebert Construction Co.	\$ 444,243.84	Same	4
J. Slagter & Son Construction Co.			
Bacco Construction Company			
Snowden, 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 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:

102645A	
Schoolcraft 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: 49840.

89. LETTING OF DECEMBER 03, 2010
 PROPOSAL 1012051 \$ ENG. EST. 138,660.95 \$ LOW BID 130,843.58
 PROJECT HRRR 59609-107984
 LOCAL AGRMT. 10-5749 % OVER/UNDER EST.
 START DATE - APRIL 04, 2011
 COMPLETION DATE - MAY 20, 2011 -5.64 %

0.20 mi of hot mix asphalt surfacing including earthwork, aggregate base, culvert, and pavement markings on Sidney Road (County Road 510) from west of Fitzner Road easterly to east of Fitzner Road, Montcalm County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C L Trucking & Excavating, LLC	\$ 130,843.58	Same	1 **
Dean's Landscaping & Excavating	\$ 133,762.65	Same	2
Wonsey Tree Service, Inc.	\$ 136,860.68	Same	3
Robbin Harsh Excavating, Inc.	\$ 141,274.35	Same	4
McGuirk Sand-Gravel, Inc.	\$ 144,605.93	Same	5
Jack Dykstra Excavating, Inc.	\$ 144,973.67	Same	6
Milbocker and Sons, Inc.	\$ 152,330.73	Same	7
Kamminga & Roodvoets, Inc.	\$ 152,455.08	Same	8
Nashville Construction Company	\$ 153,701.34	Same	9
Crawford Contracting, Inc.	\$ 157,614.18	Same	10
L.J. Construction, Inc.	\$ 170,869.43	Same	11
Cadwell Bros. Construction Company	\$ 171,433.62	Same	12
Civil Infrastructure, Inc.	\$ 171,783.67	Same	13
Schippers Excavating, Inc.			
D. J. McQuestion & Sons, Inc.			
The Isabella Corporation			
Central Asphalt, Inc.			
Diversco Construction Company, Inc.			
Kentwood Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			
Nagel Construction, Inc.			
Stein Construction Company			

13 Bidders

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

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

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

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

Funding Source:

107984A	
Montcalm County	10.00 %
Federal Highway Administration Funds	90.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48888.

90.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012052	\$ 127,232.00	\$ 135,896.80
	PROJECT MCS 05007-105324		
	LOCAL AGRMT. 10-5751		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 12, 2011		6.81 %

Structure patching, railing replacement, joint replacement, approach work, and maintaining traffic on West Cayuga Street at Intermediate River in the village of Bellaire, Antrim County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 135,896.80	Same	1 **
J. Slagter & Son Construction Co.	\$ 149,800.32	Same	2
L. W. Lamb, Inc.	\$ 161,323.00	Same	3
J. E. Kloote Contracting, Inc.			
C. A. Hull Co., Inc.			

3 Bidders

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

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

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

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

Funding Source:

105324A	
Village of Bellaire	5.00 %
State Restricted Trunkline Funds	95.00 %

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

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

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

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 49615.

91.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012216	\$ 660,779.50	\$ 431,781.18
	PROJECT STH 64609-108646		
	LOCAL AGRMT. 10-5676		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 15, 2011		-34.66 %

1.34 mi of roadway reconstruction work including earth excavation, subbase, aggregate base, aggregate surface course, removal of fixed objects, drainage, and guardrail improvements on East Pierce Road from 132nd Avenue easterly to west of 144th Avenue, Oceana County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hallack Contracting, Inc.	\$ 431,781.18	Same	1 **
D. J. McQuestion & Sons, Inc.	\$ 459,241.05	Same	2
Langlois & Sons Excavating, Inc.	\$ 508,101.70	Same	3
McCormick Sand, Inc.	\$ 517,703.02	Same	4
Don Meeks Construction, LLC	\$ 519,448.65	Same	5
Milbocker and Sons, Inc.	\$ 522,947.00	Same	6
Wadel Stabilization, Inc.	\$ 529,604.50	Same	7
Kamminga & Roodvoets, Inc.	\$ 542,419.50	Same	8
Dan Hoe Excavating, Inc.	\$ 568,419.50	Same	9
Kalin Construction Co., Inc.	\$ 594,102.86	Same	10
Schippers Excavating, Inc.	\$ 632,067.70	Same	11
Jack Dykstra Excavating, Inc.	\$ 654,474.20	Same	12
Nashville Construction Company	\$ 655,551.80	Same	13
Brenner Excavating, Inc.			
Jackson-Merkey Contractors, Inc.			
Diversco Construction Company, Inc.			
Wonsey Tree Service, Inc.			
Nagel Construction, Inc.			
Rieth-Riley Construction Co., Inc.			
Stein Construction Company			

13 Bidders

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

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

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

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

Funding Source:

108646A

Oceana County	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49455.

92.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012231	\$ 1,052,330.00	\$ 594,196.95
	PROJECT STE 41401-106982		
	LOCAL AGRMT. 10-5714		% OVER/UNDER EST.
	START DATE - APRIL 01, 2011		
	COMPLETION DATE - JULY 15, 2011		-43.54 %

0.06 mi of cobblestone street reconstruction, concrete curb and sidewalk, storm and sanitary sewer, watermain, pavement markings, and signage on North Avenue NE from Walnut Street northerly to Cedar Street and on Trowbridge Street from Clancy Avenue easterly to Lafayette Avenue in the city of Grand Rapids, Kent County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kammaing & Roodvoets, Inc.	\$ 594,196.95	Same	1 **
Diversco Construction Company, Inc.	\$ 624,514.65	Same	2
Dykema Excavators, Inc.	\$ 637,646.09	Same	3
Lodestar Construction, Inc.	\$ 645,353.20	Same	4
Nagel Construction, Inc.	\$ 674,386.45	Same	5
Georgetown Construction Co.	\$ 720,133.82	Same	6
Schippers Excavating, Inc.	\$ 747,225.90	Same	7
Ron Meyer and Associates Excavating			
Jackson-Merkey Contractors, Inc.			
Pamar Enterprises, Inc.			
Nashville Construction Company			
Walter Toebe Construction Company			
Connan, Inc.			
Kentwood Excavating, Inc.			
Jack Dykstra Excavating, Inc.			
Al's Excavating, Inc.			
Wyoming Excavators, Inc.			
Milbocker and Sons, Inc.			
Oetman Excavating, LLC			
C L Trucking & Excavating, 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 project will create and/or retain jobs for demolition contractors within Michigan. A delay in this demolition could result in a safety issue with several unoccupied buildings being subject to break-ins, meth labs and could adversely cause an economic hardship to state and local agencies in having to continually police them.

Purpose/Business Case: These properties were purchased for the by-pass around the Village of Constantine along US-131 in St. Joseph County and in the City of Hastings in Barry County because of a safety concern.

Benefit: The benefit to the US-131 by-pass is to move through this area faster thus eliminating congestion on US-131 in the Village of Constantine. Also the by-pass should result in a safer traffic flow by eliminating unsafe drivers in the slower congested area. In purchasing the property in Hastings, the Department can eliminate a safety hazard and create an improved vision area.

Funding Source:

46269B2		
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 estimate of probable demolition costs. Final cost will be based on unit prices by contractor.

Risk Assessment: Having vacant, unoccupied buildings subject to break-ins creating a policing problem and safety issue.

Cost Reduction: Not applicable.

Selection: Low bid.

New Project Identification: This is a new project for the by-pass around the Village of Constantine along US-131.

Zip Code: 49042.

94.	LETTING OF DECEMBER 03, 2010	ENG. EST.	LOW BID
	PROPOSAL 1012061	\$ 10,743.00	\$ 5,340.00
	PROJECT BT01 11112-49719B04		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - APRIL 30, 2011		-50.29 %

Demolition of Department-owned real estate parcels, Berrien County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Don Meeks Construction, LLC	\$ 5,340.00	Same	1 **
Weick Bros., Inc.	\$ 9,099.00	Same	2
Bierlein Companies, Inc.	\$ 16,486.00	Same	3

3 Bidders

Criticality: This project will create and/or retain jobs for demolition contractors within Michigan. A delay in this demolition could result in a safety issue with several unoccupied buildings being subject to break-ins, meth labs and could adversely cause an economic hardship to state and local agencies in having to continually police them.

Purpose/Business Case: These properties were purchased for the extension of US-31 in Benton Township, Berrien County.

Benefit: The benefit to the US-31 extension is to move through this area faster coming from Indiana thus eliminating congestion on I-94. Also the extension should result in a safer traffic flow by eliminating unsafe drivers in the slower congested area. It will also allow a direct route into Benton Harbor.

Funding Source:

49719B04

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the Engineer's estimate of probable demolition costs. Final cost will be based on unit prices by contractor.

Risk Assessment: Having vacant, unoccupied buildings subject to break-ins creating a policing problem and safety issue.

Cost Reduction: Not applicable.

Selection: Low bid.

New Project Identification: This is a new project for the extension of US-31.

Zip Code: 49022.

EXTRAS

95. **Extra 2010 - 164**

Control Section/Job Number: 33082-59547 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Hardman Construction, Inc.
242 S Brye Rd
Ludington, MI 49431-9318

Designed By: MDOT
Engineer's Estimate: \$3,250,228.78

Description of Project:

0.24 mi of structure replacement and approach work on M-43 westbound over GTW Railroad, Ingham County.

Administrative Board Approval Date:	September 30, 2009	
Contract Date:	October 23, 2009	
Original Contract Amount:	\$2,936,171.77	
Total of Overruns/Changes (Approved to Date):	107,325.96	+ 3.66%
Total of Extras/Adjustments (Approved to Date):	205,970.19	+ 7.01%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>15,322.00</u>	+ 0.52%
Revised Total	<u>\$3,264,789.92</u>	+ 11.19%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.67% over the original budget for an **Authorized to Date Amount** of \$3,249,467.92.

Approval of this extra will place the authorized status of the contract 11.19% or \$328,618.15 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-152	9	\$160,697.75	12/07/10

Contract Modification Number(s): 13

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

CM 13

Downtime for Steel Sheet Piling Extra Work	15,322.00 Dlr @ \$1.00/Dlr	<u>\$15,322.00</u>
Total		<u>\$15,322.00</u>

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

CM 13

The contractor encountered subsurface obstructions during the installation of permanent steel sheet piling that is used to support the adjacent soil from collapsing in order to perform foundation excavation. These obstructions prevented the contractor from reaching the proposed tip elevation of the steel sheeting, which prompted a re-design of the proposed sheet piling excavation plan. During the period of re-design, the contractor was idle and unable to work on this operation. MDOT Construction and Technology Division (C&T) developed a revised structure excavation and shoring plan. The contractor was delayed 14 days before a plan was accepted by the C&T Geotechnical Services Section. Therefore, according to 2003 Standard Specification for Construction Section 109.03.A, the contractor is warranted downtime for labor and equipment. The cost for the Downtime for Steel Sheet Piling Extra Work was based on subsection 109.03.C1 and 109.03.C2 of the 2003 Standard Specifications for Construction.

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

These Extras were recommended for approval by the State Administrative Board on December 21, 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%; State Restricted Trunkline, 18.15%, unless otherwise noted

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

Risk Assessment: 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: 48823.

96. **Extra 2010-165**

Control Section/Job Number: 63051-55659 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Cadillac Asphalt, LLC.
P O Box 87248
Canton, MI 48188

Designed By: Parsons Brinckerhoff Michigan, Inc.
Engineer's Estimate: \$14,739,695.81

Description of Project:

8.50 miles of concrete pavement inlay reconstruction, hot mix asphalt cold milling and resurfacing, base repairs, storm sewer structures and cross leads replacement, signing, signals, lighting, and pavement markings on M-1 from Quarton Road/Big Beaver through Wide Track Loop and on M-59 from Pine Street to Mill Street in the cities of Pontiac and Bloomfield Hills, Oakland County. This project includes two 5 year material and workmanship pavement warranties.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$13,665,978.64	
Total of Overruns/Changes (Approved to Date):	(705,039.72)	- 5.16%
Total of Extras/Adjustments (Approved to Date):	809,744.13	+ 5.93%
Total of Negative Adjustments (Approved to Date):	(5,564.24)	- 0.04%
THIS REQUEST	<u>18,900.00</u>	+ 0.14%
Revised Total	<u>\$13,784,018.81</u>	+ 0.87%

Offset Information

Total Offsets This Request	(\$52,975.70)	- 0.39%
Net Revised Request	(\$34,075.70)	- 0.25%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.73% over the original budget for an **Authorized to Date Amount** of \$13,765,118.81.

Approval of this extra will place the authorized status of the contract 0.87% or \$118,040.17 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-64	2 r. 2	\$160,909.00	05/01/07
2007-78	7	\$352,580.00	06/05/07
2008-59	34	\$106,503.92	04/15/08
2010-116	60	\$5,454.14	09/14/10

Contract Modification Number(s): 66 r.1

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

CM 66

Hh, Polymer Conc	45.00 Ea @ \$420.00/Ea	<u>\$18,900.00</u>
Total		<u>\$18,900.00</u>

CM 66 Offset Information

Hh, Heavy Duty Cover	-107.00 Ea @ \$495.10/Ea	<u>(\$52,975.70)</u>
Total		<u>(\$52,975.70)</u>

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

CM 66

The engineer directed the contractor to provide polymer handholes as a function of horizontal space constraints between utilities, conformance with the City of Pontiac standards, and as a cost savings to the project. This extra is increased on this contract modification, which was a previously established item on contract modification number 1. This quantity represents as-built quantity required to rebuild street lighting system per plan. An offsetting item Hh, Heavy Duty Cover was over estimated by contract quantity, and is considered a partial offsetting item because the existing utilities prevented the use of this size handhole and cover. The extra cost for Hh, Polymer Conc was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work in line with another City of Pontiac project on University Drive completed in 2006. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on December 21, 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 this item, 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%; State Restricted Trunkline, 16.95%; City of Pontiac, 1.20%, 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 was 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: 48342.

97. **Extra 2010 - 166**

Control Section/Job Number: 82194-84780 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: J. Ranck Electric, Inc.
1993 Gover Parkway
Mt. Pleasant, MI 48858-8137

Designed By: HNTB
Engineer's Estimate: \$1,291,483.69

Description of Project:

0.64 mi of approaches to pedestrian bridge including concrete paving and decorative pavers, apron lighting, benches, and trash receptacles on I-75 at Bagley Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	May 19, 2009	
Contract Date:	June 9, 2009	
Original Contract Amount:	\$1,179,795.74	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	70,284.24	+ 5.96%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>864.88</u>	<u>+ 0.07%</u>
Revised Total	<u>\$1,250,944.86</u>	+ 6.03%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.96% over the original budget for an **Authorized to Date Amount** of \$1,250,079.98.

Approval of this extra will place the authorized status of the contract 6.03% or \$71,149.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r.1

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

CM 6		
Concrete Low Temperature Protection	864.88 Dlr @ \$1.00/Dlr	<u>\$864.88</u>
Total		<u>\$864.88</u>

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

CM 6

MDOT directed the contractor to complete the construction of the Bagley Apron on an expedited schedule to facilitate movement for the pedestrian traffic; cold weather protection was needed to complete the work during poor weather conditions. The work was authorized by the Metro Region Engineer. There are no offsetting original line items associated with this work.

The extra cost for Concrete Low Temperature Protection was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost of this extra work is deemed reasonable based on the estimated labor, material, and equipment needed to complete this work.

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

This Extra is recommended for approval by the State Administrative Board on December 21, 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%; State Restricted Trunkline, 18.15%, unless otherwise noted.

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

Risk Assessment: 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: 48216.

98. **Extra 2010-167**

Control Section/Job Number: 84909-M00212 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: J. Ranck Electric, Inc.
1993 Gover Parkway
Mt. Pleasant, MI 48858-8137

Designed By: Metro Region Maintenance
Engineer's Estimate: \$ 5,282,668.40

Description of Project:

Routine and preventive maintenance of MDOT-owned freeway lighting countywide on M-8 (Davison Freeway), M-10, M-39, I-75, I-94, I-96, I-275, and I-375 in the cities of Allen Park, Dearborn, Dearborn Heights, Detroit, Hamtramck, Harper Woods, Highland Park, Lincoln Park, Livonia, Melvindale, Romulus, and Southgate, Wayne County.

Administrative Board Approval Date:	November 6, 2007	
Contract Date:	November 21, 2007	
Original Contract Amount:	\$3,884,920.24	
Total of Overruns/Changes (Approved to Date):	150,002.00	+ 3.86%
Total of Extras/Adjustments (Approved to Date):	59,894.06	+ 1.54%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>143,765.00</u>	<u>+ 3.70%</u>
Revised Total	<u>\$4,238,581.30</u>	+ 9.10%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.40% over the original budget for an **Authorized to Date Amount** of \$4,094,816.30.

Approval of this extra will place the authorized status of the contract 9.10% or \$353,661.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7

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

CM 7

Replace 30 Deteriorated Light
Units 26 on I-96 & 4 on I-94

1.00 LS @ \$143,765.00/LS

\$143,765.00

Total

\$143,765.00

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

CM 7

The additional work included in this contract is because of the Metro Region taking action due to safety concerns for the motorists. The Metro Region identified 26 deficient light units during non-destructive testing, which required immediate removal for gross loss of cross section with the anchor bolts. These lighting units are located on the I-96 and I-94 freeways. In addition, there was extreme loss in cross section in four light standards, which had previously fallen down due to wind. The extra work consisted of removing the light anchor bolt foundations from the barrier wall locations, and installing new light standards. The engineer had to take action in this contract because program delays for this project, previously scheduled for 2011, have delayed it to the 2014 construction season. This work was discussed with the Metro Region Deputy Engineer.

The extra cost for Replace 30 Deteriorated Light Units 26 on I-96 & 4 on I-94 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other projects.

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 December 21, 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: These extra items are essential to the safe and timely completion of this contract.

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

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted;

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

Risk Assessment: These items are required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48211 County Wide.

99. **Extra 2010-168**

Control Section/Job Number: 73062-105624 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: J. Slagter & Son Construction Co.
1326 142nd Avenue
Wayland, MI 49348-9748

Designed By: RS Engineering, LLC
Engineer's Estimate: \$ 1,014,187.65

Description of Project:

Bridge railing, expansion joint replacements, and bridge deck repair on M-46 over the Tittabawassee River and east overflow, Saginaw County.

Administrative Board Approval Date:	May 19, 2009	
Contract Date:	July 31, 2009	
Original Contract Amount:	\$902,852.30	
Total of Overruns/Changes (Approved to Date):	26,866.76	+ 2.98%
Total of Extras/Adjustments (Approved to Date):	10,000.00	+ 1.11%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>79,592.00</u>	<u>+ 8.82%</u>
Revised Total	<u>\$1,019,311.06</u>	+ 12.91%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.09% over the original budget for an **Authorized to Date Amount** of \$939,719.06.

Approval of this extra will place the authorized status of the contract 12.91% or \$116,458.76 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

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

CM 4

3"x9" Brush Block Removal	1,866.00 Ft @ \$12.00/Ft	\$22,392.00
Brush Block Forming	1,400.00 Sft @ \$15.00/Sft	21,000.00
Traffic Control	1.00 LS @ \$24,500.00/LS	24,500.00
Latex Modified Conc	13.00 Cyd @ \$900.00/Cyd	<u>11,700.00</u>
Total		<u>\$79,592.00</u>

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

CM 4

The proposed brush block on both sides of the bridge completed on the project started deteriorating and falling off after a season of cycling of freeze/thaw temperatures. The Bay City TSC staff decided it was not the fault of the contractor, but a design location oversight. The location was mutually agreed upon with MDOT and the consultant designer. Subsequently, the investigation determined the manufacture of the waterstop recommends a minimum of four inches from the face of concrete. The waterstop located in the concrete brush block was too close to the free edge, which resulted in saturating the concrete and the edge cracked. The contractor had to perform removal of the loose material to sound concrete, including the removal of the waterstop, and form the areas to the correct size and shape. After forming, the contractor then placed a highly durable latex modified concrete material for the new brush block. There are no offsetting work items. The extra cost for 3"x9" Brush Block Removal and Brush Block Forming and Latex Modified Conc was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other similar items of work on current projects within the TSC.

The contractor had to come back to the project and set up traffic control items to do the repair work on the brush blocks. The work required a lane closure to provide a safe work area for the proposed work. The extra cost for Traffic Control 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 other similar items of work on current projects in our TSC.

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 December 21, 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: These extra items are essential to the safe and timely completion of this contract.

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

Funding Source: American Recovery and Reinvestment Act, 100%, unless otherwise noted.

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

Risk Assessment: These items are required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48609.

OVERRUN

100. **Overrun 2010 - 041**

Control Section/Job Number: 33010-90270 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: Bergmann Associates, Inc.
Access Engineering, Inc.
SME
JJR, LLC
URS Surface Transportation

Engineer's Estimate: \$22,806,284.15

Description of Project:

1.32 mi of hot mix asphalt road construction and widening, roadway drainage, lighting and landscaping on Farm Lane from Mt. Hope Road north to Wilson Road, on Service Road from west of Farm Lane to east of Farm Lane and on Trowbridge Road from west of Farm Lane to east of Farm Lane, pump station in the northeast quadrant of Farm Lane and Service Road, water main and irrigation system along Farm Lane and Service Road, construct bridge, temporary shoo-fly tracks, permanent track work, and steel piled cut-off walls on Farm Lane on the campus of Michigan State University in the city of East Lansing, Ingham County.

Administrative Board Approval Date:	March 18, 2008	
Contract Date:	March 21, 2008	
Original Contract Amount:	\$21,514,000.16	
Total of Overruns/Changes (Approved to Date):	2,151,400.02	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	1,106,476.73	5.14%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>224,739.05</u>	+ 1.04%
Revised Total	<u>\$24,996,615.96</u>	+ 16.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.14% over the original budget for an **Authorized to Date Amount** of \$24,771,876.91.

Approval of this overrun will place the authorized status of the contract 16.18% or \$3,482,615.80 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:

Non Haz Contam Mat'l Handling & Disp, LM	6,180.942 Cyd @ \$36.36/Cyd	<u>\$224,739.05</u>
Total		<u>\$224,739.05</u>

Reason(s) for Overrun(s):

This project went into overrun status well before some of the original contract items were completed on the project. Once the project reached overrun status, payments for original items were withheld for the few small remaining subcontractors on the project. These contractors will not receive any payment for work they performed until the end of next year due to a contract requirement of water and cultivating landscaping items. The landscaping items are not expected to be completed and accepted until the end of the 2011 construction season, which then allows a final estimate submission to the Contract Services Division. This delay has prompted the Lansing TSC office to request an interim overrun approval from the State Administrative Board (SAB) prior to final acceptance and contract closeout. An additional request will most likely occur with the SAB due to other contract items remaining incomplete and will in the 2011 construction season.

This project had a major increase in one of the earthwork removal items, handling and disposal of a non-hazardous contaminated material. This is a major increase in work and cost for Michigan State University (MSU), which is attributed to addressing the contaminated coal ash material on the project.

During the project development stage, the original quantity was estimated at 13,000 Cyd based on an environmental phase-1 assessment finding and a few informational soil borings taken in the new roadway alignment. The assessment finding determined the contaminated coal ash would be found during the excavation for the CSX Bridge at Incinerator Road. During the installation of the underground utilities, the coal ash material was found as an old road base material. With this new information, MSU hired Strata Environmental Services to monitor and estimate the remaining coal ash within the project excavation limits. They conducted more borings, this time in the existing roadway, and provided an estimate to MSU. Coal ash was found under the entire length of Farm Lane and Service Road. The remainder of the coal ash was removed when cutting to the bottom of the proposed roadway base layer. This increase in costs will be the responsibility of MSU due to capped state and federal funding on the project.

This Overrun was recommended for approval by the State Administrative Board on December 21, 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: Michigan State University, 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.

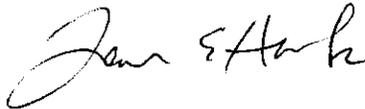
New Project Identification: This is an existing project already under contract.

Zip Code: 48824.

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,


for Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

**TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD**

T&NR Meeting: December 15, 2010 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 21, 2010 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

BID LETTING

STATE PROJECTS

1. LETTING OF JUNE 04, 2010
 PROPOSAL 1006271
 PROJECT M 86000-M00221
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 30, 2012

ENG. EST. LOW BID
 \$ 17,876,813.75 \$ 16,465,475.00

% OVER/UNDER EST.
 - 7.89 %

0.80 mi of cleaning and coating existing structural steel on I-75 over the Straits of Mackinac from pier 21 on the Mackinac Bridge northerly to pier 31 in the cities of Mackinaw City and St. Ignace, Emmet and Mackinac Counties. This project includes a 2 year bridge painting warranty.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
360 Construction Company, Inc.	\$ 16,465,475.00	Same	1 **
Atsalis Brothers Painting Co.	\$ 16,739,897.00	Same	2
Certified Coatings Company	\$ 17,731,042.00	Same	3
Abhe & Svoboda, Inc.	\$ 18,841,465.00	Same	4
Vimas Painting Company, Inc.	\$ 20,552,250.00	Same	5
CL Coatings, LLC	\$ 30,430,800.00	Same	6

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:

M00221

Mackinac Bridge Authority 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.

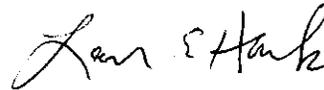
Selection: Low bid.

Zip Code: 49781.

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,



for Kirk T. Steudle
Director

SECOND SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: December 15, 2010 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 21, 2010 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACTS

1. *TRANSPORTATION PLANNING - Purchase of Diesel Retrofit Equipment
Contract (2011-0065) between MDOT and Southwest Detroit Environmental Vision (SDEV) will provide federal grant funds under the Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program for the purchase and installation of diesel retrofit equipment for up to 36 vehicles to reduce diesel emissions in southwest Detroit. SDEV will identify eligible private fleet vehicles for retrofitting and will approve all clean technology from vendors. This project will help to reduce diesel emissions and improve air quality in and around southwest Detroit. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$253,000. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

Criticality: SDEV has been awarded a federal grant (grant number 10102) for the purchase and installation of diesel emission reduction equipment for up to 36 vehicles. The contract must be in place by the end of 2010 for the project to receive 100 percent federal funding.

Purpose/Business Case: To provide for the purchase and installation of diesel retrofit equipment for up to 36 diesel vehicles to reduce diesel emissions in and around southwest Detroit.

Benefit: This project will help to reduce diesel emissions and improve air quality in and around southwest Detroit.

Funding Source: 100% FHWA Funds.

Commitment Level: The contract is for a fixed grant amount.

Risk Assessment: If the contract is not approved, the project may not proceed as planned and federal funding may be lost. An opportunity will be lost to reduce diesel emissions and improve air quality in and around southwest Detroit.

Cost Reduction: Grant amount is determined by the FHWA.

Selection: N/A.

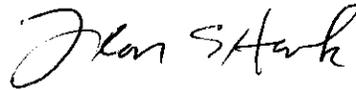
New Project Identification: This is not a new project.

Zip Code: 48209.

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

Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of December 15, 2010. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting of December 15, 2010, be approved and adopted with Item 51 of the regular MDOT agenda withdrawn at the State Administrative Board on December 21, 2010. The motion was supported by Ms. MacDowell and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

SECRETARY

CHAIRPERSON

RESOLUTION OF THE STATE ADMINISTRATIVE BOARD
APPROVING A CONSTRUCTION AND COMPLETION
ASSURANCE AGREEMENT, THE CONVEYANCE OF
PROPERTY AND A LEASE FOR THE
MICHIGAN STATE POLICE
STATE POLICE HEADQUARTERS

A RESOLUTION of the State Administrative Board (i) approving (a) a form of construction and completion assurance agreement (the "Construction Agreement") between the State Building Authority (the "Authority") and the State of Michigan (the "State"), providing for the rights, duties and obligations of the Authority and the State with respect to the Michigan State Police State Police Headquarters (the "Facility") during the construction, renovation and/or equipping of the Facility and prior to the conveyance of the Facility to the Authority, (b) the conveyance of the Facility to the Authority, and (c) a form of lease (the "Lease"), between the Authority and the State, for the purpose of leasing the Facility to the State, and (ii) providing for other related matters.

WHEREAS, the Authority has been incorporated under Act No. 183, Public Acts of Michigan, 1964, as amended ("Act 183"), for the purpose of acquiring, constructing, furnishing, equipping, owning, improving, enlarging, operating, mortgaging and maintaining buildings, necessary parking structures or lots and facilities, and sites therefor, for the use of the State, including institutions of higher education created pursuant to Section 4, 5, 6 or 7 of Article 8 of the Michigan Constitution of 1963 (the "State Constitution"), or any of its agencies;

WHEREAS, the State desires that the Authority finance the acquisition, construction, renovation and/or equipping of the Facility in consideration of (i) the State granting a license to the Authority to enter upon the site of the Facility (the "Site") in order to undertake such construction, renovation and/or equipping, (ii) the State undertaking on behalf of the Authority the oversight of such construction, renovation and/or equipping and (iii) the State or a third party conveying the Facility to the Authority on or prior to the date of its completion, and the Authority is willing to provide such financing in consideration of the items described above;

WHEREAS, in accordance with the Construction Agreement, the State desires that the Authority acquire the Facility on or prior to the date of its completion and lease it to the State, and the Authority is willing to acquire the Facility and lease it to the State;

WHEREAS, (i) the Site is presently owned by a third party, (ii) the Facility will be constructed by the State, and (iii) it is intended that the Site and the Facility be conveyed to the Authority by the State or a third party;

WHEREAS, Section 5 of Act 183 provides that the State may convey property to the Authority with the prior approval of, the State Administrative Board and the Legislature of the State by concurrent resolution of the Legislature concurred in by a majority of the members elected to and serving in each House;

WHEREAS, the acquisition of the Facility by the Authority for lease to the State is necessary in order for the State to carry out necessary governmental functions and to provide necessary services to the people of the State as mandated or permitted by the State Constitution and law, and the use of Act 183 to accomplish such acquisition represents the most practical means to that end at the lowest cost to the State;

WHEREAS, the Construction Agreement and the Lease have been prepared in substantially final form and are attached; and

WHEREAS, Section 7 of Act 183 provides that the Lease shall be approved by the State Administrative Board and by concurrent resolution of the Legislature concurred in by a majority of the members elected to and serving in each House;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE ADMINISTRATIVE BOARD OF THE STATE OF MICHIGAN THAT:

1. The plans for the Facility, as filed with the State, are approved.
2. The form of the Construction Agreement is approved, and the Governor and Secretary of State of the State are authorized to execute and deliver the Construction Agreement for and on behalf of the State, with such changes and corrections which are not materially adverse to the State.
3. The conveyance of the Site and the Facility, as acquired, to the Authority is approved.
4. The form of the Lease is approved and, after the determination and approval of the annual true rental in accordance with Section 5 hereof, the Governor and Secretary of State of the State are authorized to execute and deliver the Lease for and on behalf of the State as provided by Act 183, with such changes and corrections which are not materially adverse to the State.
5. It is hereby determined that the economic or market value to the State of the Facility shall be within or below the range of \$3,840,000 to \$4,389,000 as shall reflect variations that may occur in the components upon which the appraisal of true rental was based, which amount shall be certified by the appraiser and thereafter approved by the State Administrative Board and the Authority as authorized by Act 183 and shall be payable each year of the Lease for a term not exceeding 40 years. Such amount shall be the annual true rental determined by the State Administrative Board by the appraisal made for the Facility for the State and the Authority by Integra Realty Resources - Detroit, using such commonly employed procedures as fairly determine the economic or market value of the Facility, without taking into account the right of the State to acquire title to the Facility without further payment upon termination of the Lease. The State further confirms its obligations to pay rent and perform the other duties and

obligations specified in the Lease and that such obligations do not depend upon the passage of title to the Facility to the State without consideration, and the State Administrative Board represents that it would approve the execution and delivery of the Lease even if title to the Facility would not pass upon termination of the Lease.

6. This Resolution shall be immediately effective.

APPROVED AND ADOPTED:

Date: December 21, 2010

LANSING 9694-5 447817v2



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION

JENNIFER M. GRANHOLM
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

December 9, 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 October 6, 2010, MDOT discovered water seeping from the depressed freeway slope on southbound I-275 in Plymouth Township causing water to collect on the roadway. MDOT determined that an emergency contract was necessary because of the imminent threat to the structural integrity of the trunkline and emergency action was needed to protect public safety and to minimize the interruption of commerce.

The Taylor Transportation Service Center staff worked with the Metro Region staff to develop plans and specifications for the installation of bank drains. On October 12, 2010, the 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 \$54,250.00, and was paid on Direct Purchase Order 591N1300676. The work was completed and roadway opened on October 25, 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,

A handwritten signature in cursive script, appearing to read "Kirk T. Steudle".

KTS
Kirk T. Steudle
Director