

APPROVED

FEB 01 2011

MICHIGAN STATE
ADMINISTRATIVE BOARD

Lansing, Michigan

January 18, 2011

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, January 18, 2011, at 11:00 a.m.

Present: Mike Gadola, Legal Counsel, representing Rick Snyder, Chairperson
Nat Forstner, Chief of Staff, representing Brian Calley, Lt. Governor
Mike Senyko, Chief of Staff, representing Ruth Johnson, Secretary of State
Carol Isaacs, Chief of Staff, representing Bill Schuette, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Andy Dillon, State Treasurer
Carol Easlick, State Assistant Administrator, representing Michael P. Flanagan, Superintendent of Public Instruction
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Iris Lopez, Department of Attorney General; Pat Mullen, Deborah Roberts, Janet Rouse, Department of Technology, Management and Budget; Myron Frierson, Jean Ingersoll, Department of Transportation

1. CALL TO ORDER:

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

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

Ms. MacDowell moved that the minutes of the regular meeting of December 21, 2010, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

OTTAWA COUNTY CLERK,

Vital Records, Lien Transmissions 1/18/2011

Vital Records, Preliminary Subdivision Plats, 1/18/2011

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

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

January 18, 2011 No. 3

JAN 18 2011

MICHIGAN STATE
ADMINISTRATIVE BOARD

COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD

The Honorable Rick Snyder, Governor
and
Members of the State Administrative Board

A regular meeting of the Building Committee was held at 11:00 a.m.
on January 11, 2011. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved

Mary G. MacDowell

Member: David Murley, representing
Governor Snyder

Approved

David Murley

Member: Nat Forstner, representing
Lt. Governor Calley

Approved

Nat Forstner

Others: Iris Lopez, Department of Attorney General; Sherry Bond, Pat
Mullen, Sergio Paneque, Deborah Roberts, Janet Rouse, Department of
Technology, Management and Budget

Ms. MacDowell called the meeting to order.

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

Following discussion, Mr. Murley moved that the regular agenda and
Recovery Act Funds agendas be recommended to the State Administrative
Board for approval with Item 11 of the regular agenda contingent upon
receipt of additional information prior to the State Administrative
Board on January 18, 2011. Supported by Mr. Forstner, the motion was
unanimously adopted.

Ms. MacDowell adjourned the meeting.

AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

January 11, 2011 / January 18, 2011
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.

MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS

1. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, PARADISE
- Former Park Shell Service Site - Operation and Maintenance of the Remediation System
File No. 761/06133.SAR - Index No. 44251
That the contract for professional services with TriMedia Consultants, Inc., Marquette, be increased \$67,274.60 on a billing rate basis, plus reimbursables, to provide additional professional operation and maintenance services.

Purpose/Business Case

The purpose of this modification is to continue to provide operation and maintenance (O&M) activities of the air sparging and soil vapor extraction (AS/SVE) system currently in operation at the site for an additional twelve months. The site is contaminated and requires cleanup activities. The change is needed to continue the cleanup activities at the site to comply with the environmental regulations. It's anticipated that the system will continue to operate until the site is cleaned up.

Benefit

The State will benefit by removing contamination from the site to protect the environment and comply with the environmental regulations.

Funding Source

100% Refined Petroleum 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

Failure to approve this modification will result in shutting down the AS/SVE remediation system and therefore risk harming the environment and violating the environmental regulations.

Zip Code

49768

2. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, LAKE ANN
- B&M Party Store Site - Operation and Maintenance of Remediation System
File No. 761/06158.SAR - Index No. 44301

That the contract for professional services with Global Remediation Technologies, Inc., Traverse City, be increased \$54,304.00 on a billing rate basis, plus reimbursables, to provide additional professional operation and maintenance services.

Purpose/Business Case

The purpose of this modification is to continue to provide operation and maintenance (O&M) activities of the air sparging/soil vapor extraction (AS/SVE) and groundwater recovery systems currently in operation at the site for one additional year. The site is contaminated and requires cleanup activities. The change is needed to continue the cleanup activities at the site to comply with the environmental regulations. It's anticipated that the treatment system will continue to operate until the groundwater meets cleanup standards.

Benefit

The State will benefit by removing contamination from the site to protect the environment and comply with the environmental regulations.

Funding Source

100% Refined Petroleum 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

Failure to approve this modification will result in shutting down the AS/SVE and groundwater recovery systems and therefore risk harming the environment and violating the environmental regulations.

Zip Code

49650

REVISIONS TO CONSTRUCTION CONTRACTS

3. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, LANSING
- Lewis Cass Building – 1st & 2nd Floor Renovations
File No. 071/06080.JRC - Index No. 44101
HBC Contracting, Lansing; CCO No. 16, Incr. \$18,366.65

Purpose/Business Case

The purpose of this change order is to replace and relocate an existing leaking steam valve currently located in the electrical vault, replace a damaged door frame and delete the installation of a coffee vending machine water supply line.

Benefit

The State will benefit by eliminating an unsafe condition by relocating the steam valve away from existing electrical distribution equipment, installing the new door frame to

allow proper function and obtaining a construction cost credit for work no longer required by the food service operator.

Funding Source

100% Building Occupancy Funds

Commitment

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

Risk

Failure to approve this change order will result in the continued unsafe condition at the electrical distribution equipment, the existing door frame not operating properly and the state will not realize a construction cost credit for work no longer required.

Zip Code

48933

- 4. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, LANSING
– MSP St. Joseph Hwy – Phase I Renovations
File No. 071/10043.SJU - Index No. 53311
Kincaid Henry Building Group, Inc., East Lansing; CCO No. 7, Incr. \$94,837.92

Purpose/Business Case

The purpose of this change order is to provide revisions to doors and door hardware to accommodate the new security card access system for this facility. The scope of this change will also provide upgrades to the existing electrical power system necessary for the safe operation of added MSP support equipment and the new HVAC system.

Benefit

The State will benefit by having the necessary door hardware components installed, allowing for the operation of the new security card access system. The proper electrical power will be available to operate MSP support equipment and new HVAC equipment. Existing electrical panel capacity was found to be inadequate in size to power agency added MSP support equipment and newly installed HVAC equipment.

Funding Source

100% SBA Funds

Commitment

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

Risk

Failure to approve this change order will result in the facility's new security card access system being non-functional leaving the facility vulnerable to intrusion. The newly installed building HVAC system and MSP support equipment will not operate in a safe condition due to an inadequately sized electrical power distribution system.

Zip Code

48933

5. DEPARTMENT OF COMMUNITY HEALTH, CARO – Caro Center – Heating System Decentralization
File No. 391/09064.DCS - Index No. 40000
Remer Plumbing & Heating, Inc., Saginaw; CCO No. 4, Incr. \$81,656.53

Purpose/Business Case

The purpose of this change order is to reroute existing water, storm, and sanitary mains, install emergency stop and tamper switches within Building No. 118, provide additional asphalt paving throughout the site, provide additional boiler feed water and interlock controls, install new condensate piping in Building No. 27, construct an additional concrete vault adjacent to Building No. 16 and water booster pumps within Building No. 118 to permit and complete the required installation of the new buried steam piping system. These changes are necessary to respond and correct unforeseen underground interferences, correct code compliance issues and other field conditions discovered during construction.

Benefit

The State will benefit by properly installing the required engineering and structural design elements of the new steam distribution system throughout the Caro Center site.

Funding Source

100% Agency Operating Funds

Commitment

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

Risk

Failure to approve this change order will result in unsatisfactory water main service to the housing units, uncompleted project scope and noncompliance with applicable codes.

Zip Code

48603

6. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, BENTON HARBOR – Harbor Plating Site – Remedial Treatment System
File No. 761/09420.RRD - Index No. 44501
Job Site Services, Bay City; CCO No. 3, Incr. \$105,000.00

Purpose/Business Case

The purpose of this change order is to adjust contract quantities to match measured quantities for completed work and provide operation and maintenance of the remediation system for an additional 193 days. These changes will result in a net increase of \$105,000.00 in the contract and set a new completion date of November 22, 2011, through no fault of the contractor.

Benefit

The State will benefit by continuing to remove contamination from the soil at this location, minimizing the spread of contamination and protecting the environment.

Funding Source

100% Environmental Protection Bond Fund

Commitment

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

Risk

Failure to approve this change order will result in shutting down the treatment system and therefore risking the spread of contamination, endangering public health and violating environmental regulations.

Zip Code

49022

LEASE FOR PRIVATE PROPERTY

7. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, DETROIT - Renewal of Lease No. 11092-2010 with Samaritan Center, Inc., a Michigan Non-Profit Corporation, 5555 Conner Avenue, Detroit, Michigan 48213, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 299 square feet of office space located at 5555 Conner Avenue, Suite 2447, Detroit, Michigan 48213. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning November 1, 2010, or upon substantial completion, is \$13.91 (\$346.59 per month). This is a full service Lease. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$13.91 (\$346.59 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The renewal of this lease allows the Department to remain at their current location for an additional five years with no increase in rental rate.

Benefit

Renewal of this lease at the current location allows the Department to continue providing service to their clients at the same location and avoids relocation costs.

Funding Source

100% Federal Funds

Commitment

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

Risk

Non-approval of this Lease will hinder the Department from remaining at their current location, at the same rental rate as they have paid for the past five years.

Zip Code

48213

8. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, STANDISH - New Lease No. 11349 with L and A Enterprise, a Co-Partnership, 229 East Cedar Street, Standish, Michigan 48658 as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 264 square feet of office space located at 229 East Cedar Street, Standish, Michigan 48658. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning June 1, 2010, or upon substantial completion, is \$11.82 (\$260 per month). This rate does not include telephone/fax/computer service. This Lease contains a Standard cancellation clause with 30-days notice. The Attorney General has conditionally approved this Lease as to legal form, and the condition has been met.

Purpose/Business Case

Michigan Rehabilitation Services utilizes this space to house a counselor, located in downtown Standish at an established location, presently under a Month-to-Month Agreement.

Benefit

This lease allows the Department to remain at the current location, avoid relocation costs, and continue to provide services at a known downtown location.

Funding Source

100% Federal Funds

Commitment

Three years; however, this Lease contains a Standard cancellation clause with 30-days notice.

Risk

Non-approval of this Lease will hinder the Department from providing uninterrupted services that could bring about increased costs if they relocate.

Zip Code

48658

9. DEPARTMENT OF STATE, PORT HURON – Lease Renewal No. 6695 with Top Notch Investments, a Limited Liability Company, 3220 Erie Drive, Orchard Lake, Michigan 48074 as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of State as Lessee, for 4,700 square feet of office space located at 2907 Krafft Road, Port Huron, Michigan 48060. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning April 1, 2011, is \$13.75 (\$5,385 per month). This rate does not include utilities, janitorial, trash removal, telecommunications or alarm system monitoring. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has conditionally approved this Lease as to legal form, and the conditions have been met.

Purpose/Business Case

The purpose of this lease is to expand the Department's current location and create a new lease that includes a square foot increase and clearly outlines the agreement between both parties.

Benefit

The benefit of this Lease is to provide better customer service in a familiar location without disrupting daily operations. Execution of this Lease will allow the Department to save on relocation costs. This Lease is within current market value for the area.

Funding Source

73% Restricted Funds

27% General Funds

Commitment

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

Risk

Non-approval of this Lease will hinder the Department from providing services to the citizens of the surrounding area. Michigan Vehicle Code, Act 300 of 1949, 257.205, section 205 requires: "at least one office shall be established in each county of the State..." If this lease is not approved, the Department may be in violation of the Law noted above.

Zip Code

48060

SUB-LEASE FOR PRIVATE PROPERTY

10. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, LUDINGTON - Renewal of Sub-Lease No. 11244 with Michigan Works, West Central, a Michigan Domestic Nonprofit Corporation, 14330 Northland Drive, Big Rapids, Michigan 49307 as Sub Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Energy, Labor and Economic Growth as Sub Lessee, for 893 square feet of office space located at 5722 West U.S. 10, Ludington, Michigan 49431. The Sub-Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning July 1, 2010, or upon substantial completion, is \$11.73 (\$873 per month). This is a full service Sub-Lease. This Sub-Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Sub-Lease as to legal form.

Purpose/Business Case

Michigan Rehabilitation Services utilizes this space in conjunction with the co-location initiative with Michigan Works.

Benefit

This Sub-Lease allows the Department to remain at the current location, avoid relocation costs, and continue co-locate with the Michigan Works Agency.

Funding Source

100% Federal Funds

Commitment

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

Risk

Non-approval of this Sub-Lease will hinder the Department from meeting the co-location initiative with the Michigan Works Agency, and providing uninterrupted services that could bring about increased costs if they are forced to relocate.

Zip Code

49431

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

11. DEPARTMENT OF HUMAN SERVICES, 11488-2010 - Addendum No. 1 to Lease No. 11488 with Charles R. Stephens, as Trustee of North Bay Drywall, Inc. Profit Sharing Plan and Trust, Dated October 1, 1985, A Trust, P.O. Box 750007, Petaluma, California 94975-0007 as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Human Services, as Lessee, for 8,322 square feet of office space located at 5111 Woodward Avenue, Pontiac, Michigan 48342. This Addendum provides for adding 1,061 square feet of office space for a revised total of 8,322 while increasing the rent accordingly. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues through the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning January 1, 2010, or upon substantial completion, is \$17.00 (\$11,790 per month). Effective November 1, 2015, the annual per square foot rental rate for this space increases to \$17.50 (\$12,136 per month). This Addendum contains two five year renewal options with an annual per square foot rental rate of \$20.00 (\$13,870 per month) and \$20.50 (\$14,217 per month) respectively. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

This Addendum is necessary for immediate staffing issues; staff is relocating from three district offices in Oakland County to create more space for additional staff in each district. In addition, this Addendum will allow for the combining of program staff to one location.

Benefit

The State will benefit from each office utilizing space and relocating staff within the same programs to work to meet public needs.

Funding Source

55 % General Funds

45% Federal Funds

Commitment

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

Risk

Non-approval of this Lease will hinder the Department from utilizing space optimally.

Zip Code

48342

12. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, Sterling Heights - Addendum No. 1 to Lease No. 11099, between Sterling Retail, LLC, a Limited Liability Company, 30555 Hoover Road, Warren, Michigan 48093, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Military and Veterans Affairs, as Lessee, for 1,400 square feet of space located at 44521 Schoenherr Road, Sterling Heights, Michigan 48313. This Addendum provides for adding two five year renewal options, lowering the rental rate and removing any tax adjustments. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning February 1, 2011, or upon substantial completion, is \$17.14 (\$2,000 per month). This Lease contains one five year renewal option with an annual per square foot rental rate of \$18.14 (\$2,116 per month). This Addendum contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The purpose of this addendum is to add two five year renewal options to the current lease and reduce the rental rate in those renewal periods. The new rental rate will reflect a 14% savings from rent being paid in the current term by the Department of Military and Veteran's Affairs. The space is utilized by the Michigan National Guard as a recruiting office and meets the needs of the agency.

Benefit

The benefit of this Addendum will allow the Department of Military and Veteran's Affairs to keep their current location, avoid relocation costs and preclude the need to inform customers of a new location. They will also be able to capture a 14% reduction in rental payments starting February 1, 2011. The rental rate is within market for comparable spaces.

Funding Source

100% Federal Funds

Commitment

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

Risk

Non-approval of this Addendum will hinder the Department from being able to perform their services and meet with recruits as efficiently and without the disruption of relocating the functions performed in the subject space.

Zip Code
48313

UPDATED DTMB EASEMENT AND LICENSE POLICIES AND FEE SCHEDULE

13. DEPARTMENT OF TECHNOLOGY, MANAGEMENT & BUDGET, (DTMB) – PA 431 of 1984, as amended, provides for and authorizes DTMB to grant easements on State land, except lands under the jurisdiction of the Department of Natural Resources and Environment (DNRE), Department of Military and Veteran’s Affairs (DMVA), and Michigan Department of Transportation (MDOT), under terms and conditions approved by the State Administrative Board (SAB). The proposed easement fee schedule mirrors the DNRE’s existing easement fee schedule, thus achieving greater policy uniformity across state agencies. The SAB last updated DTMB’s easement fee schedule 4/16/02 (agenda item No. 16). The Attorney General has approved this proposed easement fee schedule as to legal form.

Purpose/Business Case

This proposed easement fee schedule provides needed additional clarification on how easement fees are calculated and it brings DTMB’s easement fee structure in line with that of the Department of Natural Resources and Environment (DNRE).

Benefit

This easement fee schedule is easier to understand than the current version and it includes improved guidance for managing common events such as easement abandonment or the issuance of licenses. This update does not increase any existing DTMB easement fee. It does, however, add a new easement rate for easement widths of 50 to 100 feet which does not exist in the current DTMB easement fee schedule, but does exist in its DNRE counterpart. As easements in that width band currently have to be appraised to determine DTMB easement fees, addition of the new width band will save petitioners for those particular easements the considerable cost of that appraisal.

Funding Source

100% DTMB Easement Grantees

Commitment

This easement rate fee schedule would be in effect until amended further or otherwise replaced by the SAB.

Risk

Non-approval of this easement rate fee schedule will continue the disparate treatment of easement fee rates by different state agencies.

Zip Code

Statewide

CONTRACT CHANGE ORDER

14. DEPARTMENT OF COMMUNITY HEALTH, LANSING - CCO No. 21 for Lease No. 11169 approved by the State Administrative Board on December 8, 2005, between Heart of the City Associates, as Lessor, and the State of Michigan by

the Department of Management and Budget for the Department of Community Health, as Lessee. This CCO provides for electrical work, as requested by the Department of Community Health at a cost not-to-exceed \$1,741. The space is located at 400 S. Pine St., Lansing, Michigan 48933

Purpose/Business Case

The purpose of this CCO is to provide electrical service in specific work cubicles; remove power and data cabling; reinstall old surge protectors and wiring; add three power strips and one new activation in the floor to provide electrical and data power to eight offices on the 6th & 7th floors of the Capitol Commons Center building.

Benefit

This CCO will create additional work spaces and provide several functional workstations for existing staff members which will increase work productivity.

Funding Source

50% General Fund
50% Federal Funds

Commitment

Present through June 30, 2029; however, this Lease contains a Legislative cancellation clause with 60-days notice.

Risk

Non-approval of this CCO will hinder the Department from avoiding a negative impact to this programs work productivity.

Zip Code

48933

RESTRICTIVE DEED COVENANT

15. DEPARTMENT OF TECHNOLOGY, MANAGEMENT & BUDGET FOR THE DEPARTMENT OF STATE POLICE – Under Authority of MCL 324.20120b, as amended, it is hereby recommended that the State Administrative Board (SAB) approve this Restrictive Covenant on State property in response to a requirement of the Michigan Department of Natural Resources and Environment (DNRE). The Restrictive Covenant would be on State property located in The City of Mt. Pleasant, Isabella County, and more particularly described below. The Attorney General has approved the Restrictive Covenant as to legal form.

Area of Restrictive Covenant:

A parcel of land in the SE ¼ of section 10, T14N – R4W, City of Mt. Pleasant, Isabella County, Michigan, more particularly described as commencing at the intersection of the north line of Pickard Street (66' wide) and the west line of Mission Street (66' wide); thence N00°53'39"W 445.85 feet on said west line to the point of beginning of this description; thence S00°53'39"E 100.00 feet on said west line; thence S89°06'21"W 132.00 feet; thence N00°53'39"W 100.00 feet; thence N89°06'21"E 132.00 feet to the point of beginning, containing 0.30 acre.

Purpose/Business Case

The State property subject to the Restrictive Covenant is associated with Michigan State Police Post (Facility No. 00009503). Soils and groundwater on the property remain contaminated with a variety of petro-chemicals which leaked from State underground fuel tanks. The leaking tanks have since been removed and a closure report was issued by the DNRE on October, 2008. However, significant contamination remains below grade, and placing this Restrictive Covenant on the deed for the subject property is a key public health and safety requirement of the closure report.

Benefit

This Restrictive Covenant provides that public health will be protected by requiring that the owner of the property prohibit activities on the property that may interfere with any element of the closure report.

Funding Source

Not applicable

Commitment

This is a permanent deed restriction.

Risk

Non-approval of this Restrictive Covenant will prevent the State from insuring that unacceptable risk to the public health, safety, welfare or the environment is regulated.

Zip Code

48858

RECOVERY ACT FUNDS AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

January 11, 2011 / January 18, 2011
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.

MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS

1. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET,
DIMONDALE – Various Buildings, State Secondary Complex – Building
Automation System HVAC Upgrades
File No. 071/10098.JNS - Index No. 02031
That the contract with Byce and Associates, Inc., Kalamazoo, be increased
\$244,138.05 on an hourly basis times a multiplier of 2.5 plus reimbursables, to
provide construction administration services.

Purpose/Business Case

The purpose of this change order is to provide additional construction administration services for incorporation of Tridium JACE devices to the statewide control system including programming, point binding and graphics for the Secondary Complex Michigan State Police Training Academy, Michigan Department of Transportation Warehouse, General Services Building, Michigan Department of Transportation Photo Lab, Michigan Department of Transportation Construction and Technology Building, Vehicle and Travel Services Building, and Michigan State Police Forensics Science Laboratory. The proposed integration in combination with Building Automation System upgrades and energy sub-metering integration will allow the State to make the most efficient use of building mechanical systems at these facilities.

Benefit

The State will benefit by the integration of building automation systems which will allow remote monitoring, early detection of HVAC issues, improved comfort of building occupants, and more efficient use of facility maintenance staff.

Funding Source

59.2% ARRA
40.8% Agency Operating Funds

Commitment

The professional services contract modification will be paid on an hourly basis times a multiplier plus reimbursables. The amount of the contract is within the authorized budget.

Risk

Failure to approve this change order will result in a continued inability of DTMB Operations Staff to monitor Building HVAC Systems. A lack of remote monitoring will increase the demand on limited maintenance staff. Failure to monitor energy usage will allow building HVAC systems to continue to operate in a potentially inefficient manner.

Zip Code

48821

Ms. MacDowell presented the Building Committee Report for the regular meeting of January 11, 2011. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of January 11, 2011, be approved and adopted. The motion was supported by Mr. Senyko and unanimously approved.

APPROVED

January 18, 2011 No. 19

JAN 18 2011

MICHIGAN STATE
ADMINISTRATIVE BOARD

COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD

The Honorable Rick Snyder, 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 January 11, 2011. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved

Mary G. MacDowell

Member: David Murley, representing
Governor Snyder

Approved

David Murley

Member: Iris Lopez, representing
Attorney General Schuette

Approved

Iris Lopez

Others: Sherry Bond, Pat Mullen, Sergio Paneque, Deborah Roberts, Janet
Rouse, Department of Technology, Management and Budget; Nat
Forstner, Lt. Governor's Office

Ms. MacDowell called the meeting to order.

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

Following discussion, Ms. Lopez moved that the regular and Recovery Act
Funds agendas be recommended to the State Administrative Board for
approval with Item 14(1) of the regular agenda withdrawn and item 28(5)
of the regular agenda corrected. The motion was supported by Mr. Murley
and unanimously adopted.

Ms. MacDowell adjourned the meeting.

2. DEPARTMENT OF CORRECTIONS continued

2) Tabb Textiles \$ 202,500.00 Total
Opelika, AL FY11-14 100% Revolving Fund
Correctional Industries Revolving Fund
Three-year contract to purchase
pre-cut wool blanketing
material for Michigan State
Industries (MSI)

3. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1) Otterbourg, Steindler, NOT TO EXCEED
Houston and Rosen, P.C. \$ 175,100.00 Total
New York, NY FY11 100% Restricted Fund
Insurance Funds Administration Fund
For a Special Assistant
Attorney General to provide
legal representation at the
Second Circuit Court of Appeals
in New York regarding ACE
American Insurance and Pacific
Employers Insurance vs DPH
Holdings, Michigan Workers'
Compensation Agency and
Michigan Funds Administration

4. DEPARTMENT OF HUMAN SERVICES

1) Northern Lakes CMH NOT TO EXCEED
Cadillac, MI \$ 27,000.00 Total
FY11-13 100% Federal Fund
Two-year, 8-month, 13-day
contract for Strong Families/
Safe Children Coordination in
Missaukee County

2) Denise Walker NOT TO EXCEED
Cadillac, MI \$ 36,000.00 Total
FY11-13 100% Federal Fund
Two-year, 8-month 13-day
contract for Parent Aide
services in Wexford County

5. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1) Michigan Association of Broadcasters
Lansing, MI

NOT TO EXCEED
\$ 195,000.00 Total
FY11-13 100% Federal Fund
Contract to broadcast Radon
Awareness public service
announcements

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

6. DEPARTMENT OF CORRECTIONS

1) Battle Creek Counseling
Battle Creek, MI

\$ 49,000.00 Amendment
\$ 187,000.00 New Total
FY11 100% General Fund
Additional funding to continue
sex offender counseling
services

2) Various Outpatient Substance
Abuse Treatment Providers
(Listing on file)

\$ 635,000.00 Amendment
\$ 3,030,000.00 New Total
FY11 100% General Fund
Additional funding to continue
outpatient substance abuse
treatment

3) Arbor Psychological
Consultants
Ann Arbor, MI

\$ 48,000.00 Amendment
\$ 313,500.00 New Total
FY11 100% General Fund
Additional funding to continue
sex offender counseling
services

4) Community Care Services
Lincoln Park, MI

\$ 40,000.00 Amendment
\$ 185,000 00 New Total
FY11 100% General Fund
Additional funding to continue
outpatient substance abuse
treatment

6. DEPARTMENT OF CORRECTIONS continued

- | | | |
|----|---|--|
| 5) | Western Michigan University Kalamazoo, MI | \$ 100,000.00 Amendment \$ 1,165,000.00 New Total FY11 100% General Fund Additional funding to continue outpatient substance abuse treatment |
| 6) | Various Sex Offender Counseling Providers (Listing on file) | \$ 1,000,000.00 Amendment \$ 4,099,500.00 New Total FY11 100% General Fund Additional funding to continue sex offender counseling services |
| 7) | Community Mental Health for Central Michigan Mt. Pleasant, MI | \$ 45,000.00 Amendment \$ 216,000.00 New Total FY11 100% General Fund Additional funding to continue sex offender counseling services |
| 8) | Choices Counseling Center Roseville, MI | \$ 50,000.00 Amendment \$ 595,000.00 New Total FY11 100% General Fund Additional funding to continue outpatient substance abuse treatment services |
| 9) | Western Michigan University Kalamazoo, MI | \$ 100,000.00 Amendment \$ 1,025,000.00 New Total FY11 100% General Fund Additional funding to continue outpatient substance abuse treatment services |

9. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|---|---|
| 1) | Rockford Area Transit Service Rockford, MI | \$ 75,000.00 Total FY11-13 100% General Fund Two-year, 8-month, 12-day grant for emergency services and homelessness prevention in Kent County |
| 2) | Mid-Michigan District Health Department Stanton, MI | \$ 50,000.00 Total FY11 100% General Fund Eleven-month, 12-day grant for health services to foster care children in Clinton, Gratiot and Montcalm counties |
| 3) | Ingham County Health Department Lansing, MI | \$ 100,000.00 Total FY11 100% General Fund Eleven-month, 12-day grant for health services to foster care children in Ingham County |
| 4) | Ionia County Health Department Ionia, MI | \$ 50,000.00 Total FY11 100% General Fund Eleven-month, 12-day grant for health services to foster care children in Ionia County |
| 5) | Food Bank Council of Michigan Lansing, MI | \$ 190,173.94 Total FY11 100% Federal Fund Nine-month grant for Supplemental Nutrition Assistance Program |

10. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- | | | |
|----|---------------------------------------|---|
| 1) | Various Grantees (Listing on file) | \$ 817,541.00 Total FY11-12 100% Federal Fund Grants to further the objectives of the Coastal Zone Management Act |
|----|---------------------------------------|---|

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

11. DEPARTMENT OF COMMUNITY HEALTH

- | | |
|---|--|
| 1) The Arc Michigan Lansing, MI | \$ 32,000.00 Amendment \$ 164,000.00 New Total FY11 100% General Fund Additional funds for one-year grant agreement to provide funding for advocacy services to persons with developmental disabilities |
| 2) Detroit Urban League Detroit, MI | \$ 207,000.00 Amendment \$ 1,763,078.00 New Total FY11 100% Federal Fund Additional funds for one-year grant agreement to provide funding for the delivery of Women, Infant and Children Services according to the United States Department of Agriculture and the State of Michigan regulations and policies |
| 3) Western Michigan University Kalamazoo, MI | \$ 185,000.00 Amendment \$ 374,000.00 New Total FY11 95.99% Federal Fund 4.01% Restricted Fund <i>Healthy Michigan Fund</i> Additional funds for one-year grant agreement to provide various Michigan Department of Community Health projects designed to meet the needs of the Department and Citizens of Michigan |

11. DEPARTMENT OF COMMUNITY HEALTH continued

- 4) Southeastern Michigan Health Association (SEMHA)
Detroit, MI
- \$ 1,178,335.00 Amendment
\$ 18,019,833.00 New Total
FY11 71.95% Federal Fund
24.17% State Restricted
See bid tab for list of funds
3.88% General Fund
Additional funds for one-year grant agreement to provide various Michigan Department of Community Health projects designed to meet the needs of the Department and Citizens of Michigan.
- 5) Wayne State University
Detroit, MI
- \$ 34,924.00 Amendment
\$ 3,635,872.00 New Total
FY11 77.26% Federal Fund
18.19% Restricted Fund
See bid tab for list of funds
1.41% General Fund
3.14% Local
Additional funds for one-year grant agreement to provide various Michigan Department of Community Health projects designed to meet the needs of the Department and Citizens of Michigan.
- 6) Henry Ford Health System
Detroit, MI
- \$ 105,555.00 Amendment
\$ 7,295,495.00 New Total
FY11 94.98% Federal Fund
4.94% General Fund
0.04% Local
0.04% Restricted Fund
Newborn Screening Fund
Additional funds for one-year grant agreement to provide various Michigan Department of Community Health projects designed to meet the needs of the Department and Citizens of Michigan.

12. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- | | | |
|----|---|---|
| 1) | Michigan Community Action Agency Association Lansing, MI | \$ 44,036.00 Amendment \$ 253,611.00 New Total FY11 100% Restricted Fund <i>Utility Consumer Representation Fund</i> The Grantee will receive additional funding for representing the interests of residential utility customers in various hearings and court cases involving Consumers Energy, Detroit Edison, Michigan Consolidated Gas and SEMCO Energy Gas Company |
| 2) | Michigan Environmental Council Lansing, MI | \$ 30,300.00 Amendment \$ 244,197.00 New Total FY11 100% Restricted Fund <i>Utility Consumer Representation Fund</i> The Grantee will receive additional funding for representing the interests of residential utility customers in various hearings and court cases involving Consumers Energy, Detroit Edison, Michigan Consolidated Gas and SEMCO Energy Gas Company |
| 3) | Statewide Workforce Development Boards (Listing on file) | \$ 2,206,384.00 Amendment \$ 86,554,384.00 New Total FY11 100% Federal Fund Grantees will receive additional federal funding that will enable them to provide employment related supportive services to Jobs, Education and Training (JET) program participants |

13. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

- 1) Dowagiac Brownfield \$ 251,526.00 Amendment
 Redevelopment Authority \$ 661,526.00 New Total
 Dowagiac, MI FY11-12 100% Restricted Fund
Clean Michigan Initiative Bond Fund
 Additional funds for
 environmental response
 activities

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

14. DEPARTMENT OF COMMUNITY HEALTH

- 1) Maximus Health Services, Inc. \$ 87,875,220.00 (6 years)
 Reston, VA FY11-17 50% General Fund
Withdrawn 50% Federal Fund
 071I0200235 Enrollment Broker
 Services
 391S1300007 and 391S1300008 PENDING OSE APPROVAL

15. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- 1) Invotex Group \$ 100,000.00 (3 years)
 Baltimore, MD FY11-13 100% Restricted Fund
Insurance Bureau Fund
 071I1300005 Derivative
 Consultant Pre-Qualifications
 for the Office of Financial and
 Insurance Regulation
- Noble Consulting Service, \$ 100,000.00 (3 years)
 Inc. FY11-13 100% Restricted Fund
 Indianapolis, IN *Insurance Bureau Fund*
 071I1300005 Derivative
 Consultant Pre-Qualifications
 for the Office of Financial and
 Insurance Regulation
- RSM McGladrey, Inc. \$ 100,000.00 (3 years)
 Bloomington, MN FY11-13 100% Restricted Fund
Insurance Bureau Fund
 071I1300005 Derivative
 Consultant Pre-Qualifications
 for the Office of Financial and
 Insurance Regulation

15. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH continued

2) Michigan State University \$ 524,358.00 (2 years)
 East Lansing, MI FY11-13 100% Restricted Fund
 Low Income and Energy Efficiency Fund
 071I1300027 To provide a
 Uniform Energy Code Compliance
 Assessment

16. DEPARTMENT OF STATE

1) Rydin Decal \$ 191,955.00 (3 years)
 Streamwood, IL FY11-14 1% General Fund
 99% Restricted Fund
 See bid tab for list of funds
 071I1300046 Disability
 Placecards

17. DEPARTMENT OF STATE POLICE

1) American Society of Crime \$ 236,170.00 (5 years)
 Laboratory Directors/ FY11-16 100% General Fund
 Laboratory Accreditation 071I1300032 Laboratory
 Board(ASCLD/LAB) Accreditation Services for the
 Garner, NC Forensic Science Division

2) Hughey & Phillips \$ 71,300.00 (one-time)
 Urbana, OH FY11 100% General Fund
 071I1300038 Flashguard Strobe
 Tubes

18. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) Anritsu Company \$ 308,279.04 (one-time)
 Morgan Hills, CA FY11 100% Federal Fund
 071I1300016 Microwave Radio
 Test Equipment

2) Deloitte Consulting, LLP NOT TO EXCEED
 Detroit, MI \$ 61,217,820.00 (4 years)
 FY11-15 61.38% Federal Fund
 39.62% General Fund
 071I1300001 Bridges Operation
 and Maintenance Services for
 the Department of Human
 Services

18. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- | | | |
|----|--|---|
| 3) | Hughey & Philips Urbana, OH | \$ 75,000.00 (one-time) FY11 100% General Fund 071I1300037 MPSCS Tower Marker Lights |
| 4) | IBM Lansing, MI | NOT TO EXCEED \$ 50,875,601.48 (7 years) FY11-18 69% General Fund 31% Restricted Fund <i>Main User Charges</i> 071I0200172 Michigan Administrative Information Network Application |
| 5) | IHS Global Insight Lexington, MA | \$ 159,874.00 (one-time) FY11 80% Federal Fund 20% Restricted Fund <i>State Planning and Research Project Fund</i> 071I1300039 Transearch Database 2009 for Michigan Department of Transportation |
| 6) | NCS Pearson, Inc. Chandler, AZ | \$ 65,625.00 (5 years) FY11-15 50% General Fund 50% Other <i>See bid tab for list of funds</i> 071I300034 Maintenance and Support for NovaNet Software for the Department of Human Services |
| 7) | Various Janitorial Service Providers (Listing on file) | \$ 554,180.00 (3 yrs 7 mos) FY11-14 Various Funds <i>See bid tab for list of funds</i> 071I0200138 Janitorial Services for the North Region |

19. DEPARTMENT OF TRANSPORTATION

1) International Road Dynamics Corporation
Spring Grove, IL \$ 227,120.00 (one-time)
FY11 100% Restricted Fund
State Planning and Research
Project Fund
071I1300036 Sensors, Weigh-In-
Motion Sensors and Grout Kits

20. DEPARTMENT OF TREASURY

1) Pace & Partners, Inc.
Lansing, MI \$ 75,000.00 (1 year)
FY11 100% Restricted Fund
Delinquent Tax Collection Revenue
071I300026 Tax Amnesty
Advertising Services

21. DEPARTMENT OF TREASURY/MICHIGAN GAMING CONTROL BOARD

1) Diane S. Wiedmayer, C.P.A.
Manchester, MI \$ 262,665.00 (3 yrs 2 mos)
FY11-14 100% Restricted Fund
Equine Development Fund
071I0200234/071I0200234B
Pari-mutuel Audits of Race
Meets for the Horse Racing
Division

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

22. DEPARTMENT OF COMMUNITY HEALTH

1) Magellan Medicaid Administration
Glen Allen, VA \$ 254,676.00 Amendment
\$ 20,761,620.00 New Total
FY11-13 35.18% General Fund
64.82% Federal Fund
071B0200069 Additional funding
for Pharmacy Benefits Manager
Services for Medicaid

2) PerkinElmer LAS, Inc.
Shelton, CT \$ 700,000.00 Amendment
\$ 6,997,077.28 New Total
FY11 100% Restricted Fund
Newborn Screening Fees
071B7200235 Additional funding
for Neonatal Assay Test Kits
and Supplies

22. DEPARTMENT OF COMMUNITY HEALTH continued

3) Various Revenue Maximization \$ 2,100,000.00 Amendment
 Pre-qualified Vendor \$ 5,100,000.00 New Total
 (Listing on file) FY11 50% Federal Fund
 50% General Fund
 071B1300147 Additional funding
 for Pre-Qualified Vendor List
 for Revenue Maximization

23. DEPARTMENT OF CORRECTIONS

1) Coca-Cola North America \$ 0.00 Amendment
 Atlanta, GA \$ 6,311,764.90 New Total
 FY11 100% General Fund
 071B5200225 Six-month
 Extension of the Contract for
 Coca-Cola

24. DEPARTMENT OF EDUCATION

1) Calhoun Intermediate School \$ 125,000.00 Amendment
 District \$ 643,940.00 New Total
 Marshall, MI FY11-12 100% Federal Fund
 071B6200167 Additional funding
 for a one-year option to the
 contract for Management of the
 Intergovernmental Contracts

25. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT

1) Mercy Hospital-Grayling \$ 26,000.00 Amendment
 Grayling, MI \$ 83,000.00 New Total
 FY11-12 100% Restricted Fund
 Forest Development Fund
 071B9200067 Additional funding
 for Firefighting Fitness
 Testing Services

26. DEPARTMENT OF STATE

1) Solutions Thru Software, Inc. \$ 49,200.00 Amendment
Henderson, NV \$ 196,800.00 New Total
FY11-12 Various Funds
See bid tab for list of funds
071B8200110 Additional funding
for a one-year option to the
contract for Web-based CDL and
Driver Education Test
Generation Systems

27. DEPARTMENT OF STATE POLICE

1) Loadometer Corporation \$ 300,000.00 Amendment
Forest Hill, MD \$ 524,145.00 New Total
FY11 25% Federal Fund
75% Restricted Fund
MDOT, PSC, Truck Safety Grant
071B9200014 Additional funding
for Portable Weigh Scales

28. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) Compuware Corporation \$ 90,000.00 Amendment
Okemos, MI \$ 2,304,430.00 New Total
FY11 100% Restricted Fund
State Trunkline
071B7200346 Additional funding
for the Contract Management
System and Implementation
Services

2) Magellan Behavioral of \$ 13,477,429.00 Amendment
Michigan \$ 46,810,762.33 New Total
Maryland Heights, MO FY11-12 100% Restricted Fund
State Sponsored Group Insurance Fund
071B9200146 Additional funds
for a one-year option to the
contract for Mental Health and
Substance Abuse Administration
Services for the Civil Service
Commission

28. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

- | | | |
|----|--|---|
| 3) | Moonlighting Consulting Clarkston, MI | \$ 34,560.00 Amendment \$ 149,760.00 New Total FY11-12 100% Restricted Fund <i>Energy Consortium Fees</i> 071B8200109 Additional funds for the Utility Consultant contract |
| 4) | Office Max Warren, MI | \$ 0.00 Amendment \$ 55,588,861.70 New Total Various Funding Sources 071B8200086 Three-month extension of the contract for Office Supplies |
| 5) | PTS of America, LLC Nashville, TN | \$ 1,050,000.00 Amendment \$ 2,185,900.00 New Total FY11-12 Various Funds See bid tab for list of funds 071B9200050 Additional funds for an 11-month option to the contract for Transport Services for Prisoners and Detainees |
| 6) | Regency Court Reporting Commerce Township, MI | \$ 645,000.00 Amendment \$ 2,645,000.00 New Total FY11-12 Various Funds See bid tab for list of funds 071B7200142 Additional funds for Legal Transcription Services, Statewide |
| 7) | System Automation Corporation Columbia, MD | \$ 1,577,600.00 Amendment \$ 2,820,293.14 New Total FY11 100% Restricted Fund License and Regulation Fees 071B1300022 Additional funds for the contract for the MyLicense System Maintenance and Support for the Department of Energy, Labor and Economic Growth |

28. 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 |
|--|---|
| 8) TekSystem, Inc. Grand Rapids, MI | \$ 352,935.00 Amendment \$ 716,100.00 New Total FY11 100% Restricted Fund <i>Desktop Rated Services Fund</i> 071B8200160 Additional funding to the continuation of intermittent services of installers to provide Office Automation/Field Services with continued support for new equipment installation and support services |

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

29. DEPARTMENT OF COMMUNITY HEALTH

1) Floyd Cousineau \$ 70.00

The claimant (10-SAB-169) requests \$70.00 reimbursement for his money lost while under control of the Department. The Committee recommends approval for this claim.

2) Asia Johnson \$ 83.74

The claimant (10-SAB-168) requests \$83.74 reimbursement for her iPod missing while under control of the Department. The Committee recommends approval for this claim.

30. DEPARTMENT OF CORRECTIONS

Employee/Citizen Claims

- 1) Antonio Garibaldi \$385.00

The claimant (10-SAB-172) requests \$385.00 reimbursement for his eyeglasses damaged while restraining an inmate. The Committee recommends approval of this claim.

- 2) Richard Hutchinson \$342.65

The claimant (10-SAB-171) requests \$342.65 reimbursement for his eyeglass broken while restraining an inmate. The Committee recommends approval of this claim.

- 3) Michael Johnson \$727.74

The claimant (10-SAB-143) requests \$727.74 reimbursement for damage to his vehicle when the parking gate came down on it. The Committee recommends approval of this claim.

- 4) Joseph Neher \$297.98

The claimant (10-SAB-170) requests \$297.98 reimbursement for his eyeglasses damaged breaking up an inmate fight. The Committee recommends approval for this claim.

Inmate Claims

- 5) Joseph Ales #319527 \$144.75

The claimant (10-SAB/DOC-522) requests \$144.75 reimbursement for his TV lost during transfer from one facility to another. The Committee recommends approval of this claim.

- 6) Kevin Allen #465883 \$531.00

The claimant (09-SAB/DOC-030) requests \$531.00 reimbursement for his court transcripts, case file, and tape player destroyed when the sprinkler system flooded the unit. The Committee recommends approval of \$265.50 for this claim.

30. DEPARTMENT OF CORRECTIONS continued

7) David Baker #720819 \$ 46.00

The claimant (10-SAB/DOC-577) requests \$46.00 reimbursement for his eyeglasses he was sending back for exchange but were lost while under control of the Department. The Committee recommends approval of this claim.

8) Daniel Banks #196179 \$ 48.00

The claimant (10-SAB/DOC-292) requests \$48.00 reimbursement for his cosmetics lost during transfer from one facility to another. The Committee recommends approval of this claim.

9) Ervin Barnowsky #194373 \$ 15.75

The claimant (10-SAB/DOC-578) requests \$15.75 reimbursement for his fan lost while under control of the Department. The Committee recommends approval of this claim.

10) Nathan Cody #149581 \$231.42

The claimant (09-SAB/DOC-068) requests \$231.42 reimbursement for his 5 printwheels and 5 ribbons lost while under control of the Department. The Committee recommends approval of \$231.42 for this claim.

11) Richard Curmi #621286 \$129.32

The claimant (10-SAB/DOC-580) requests \$129.32 reimbursement for his MP3 player damaged while under control of the Department. The Committee recommends approval of this claim.

12) Michael Davenport #170071 \$160.00

The claimant (10-SAB/DOC-519) requests \$160.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of this claim.

13) Anthony DeLeon #594280 \$ 55.98

The claimant (10-SAB/DOC-514) requests \$55.98 reimbursement for his tennis shoes ordered and never received. The Committee recommends approval of this claim.

30. DEPARTMENT OF CORRECTIONS continued

14) Adrienne Earle #425456 \$999.00

The claimant (10-SAB/DOC-134) requests \$ 999.00 reimbursement for her personal property, copies of grievance, and receipts. The Committee recommends approval of \$99.00 for this claim.

15) Alrelio Evans #367619 \$ 66.75

The claimant (10-SAB/DOC-385) requests \$66.75 reimbursement for his tape player and tapes lost while under control of the Department. The Committee recommends approval of \$55.35 this claim.

16) Joseph Evans #146195 \$489.00

The claimant (09-SAB/DOC-063) requests \$489.00 reimbursement for his shoes, jacket, clothing, bugler, and sandals. The Committee recommends denial of this claim.

17) Gary Fishman #163400 \$ 7.50

The claimant (10-SAB/DOC-581) requests \$7.50 reimbursement for his padlock damaged by staff. The Committee recommends approval of this claim.

18) Edward Girech #575106 \$129.32

The claimant (10-SAB/DOC-468) requests \$129.32 reimbursement for his MP3 player damaged by staff. The Committee recommends approval of this claim.

19) Devon Goley #732002 \$129.32

The claimant (10-SAB/DOC-582) requests \$129.32 reimbursement for his MP3 player lost while under control of the Department. The Committee recommends approval of this claim.

20) Keith Harbin #217737 \$ 81.25

The claimant (10-SAB/DOC-467) requests \$81.25 reimbursement for two footlockers damaged during transfer from one facility to another. The Committee recommends approval of \$40.62 for this claim.

30. DEPARTMENT OF CORRECTIONS continued

21) Willie Harris #292201 \$ 16.75

The claimant (10-SAB/DOC-136) requests \$16.75 reimbursement for his cassette player damaged while under control of the Department. The Committee recommends denial of this claim.

22) Cornelius Hollis #247453 Unspecified

The claimant (08-SAB/DOC-483) requests an unspecified amount for his footlocker, shoes, jogging pants, tape player, headphones, trimmer, tape box, and 5 tapes lost while under control of the Department. The Committee recommends approval of \$88.00 for this claim.

23) Steven Horowitz #311640 \$ 48.89

The claimant (10-SAB/DOC-510) requests \$48.89 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of \$46.21 for this claim.

24) Andre Jones #314389 \$999.99

The claimant (09-SAB/DOC-090) requests \$999.99 reimbursement for legal papers lost while under control of the Department. The Committee recommends denial of this claim.

25) Brandon Livingston #288278 \$162.06

The claimant (08-SAB/DOC-448) requests \$162.06 reimbursement for his TV lost while under control of the Department. The Committee recommends approval of \$64.00 for this claim.

26) Johnny McFall #202582 \$350.00

The claimant (09-SAB/DOC-033) requests \$350.00 reimbursement for his typewriter damaged during transfer from one facility to another. The Committee recommends approval of \$35.00 for this claim.

30. DEPARTMENT OF CORRECTIONS continued

27) Dujuan Mitchell #586326 \$100.00

The claimant (09-SAB/DOC-159) requests \$100.00 reimbursement for his footlocker, 2 photo albums, and photographs lost while under control of the Department. The Committee recommends denial of this claim.

28) Marshall Murray #253288 \$298.00

The claimant (10-SAB/DOC-583) requests \$298.00 reimbursement for art supplies lost during transfer from one facility to another. The Committee recommends approval of this claim.

29) Elijah Noble #403872 \$129.32

The claimant (10-SAB/DOC-584) requests \$129.32 reimbursement for his MP3 player damaged by staff. The Committee recommends approval of this claim.

30) Bobby Overton #253325 \$847.00

The claimant (09-SAB/DOC-134) requests \$847.00 reimbursement for his soaps, magazines, books, and legal transcripts lost while under control of the Department. The Committee recommends denial of this claim.

31) Kawan Payne #226757 \$142.50

The claimant (09-SAB/DOC-237) requests \$142.50 reimbursement for his TV lost while under control of the Department. The Committee recommends approval of \$8.61 for this claim.

32) Jacinto Pena #625133 \$129.32

The claimant (10-SAB/DOC-512) requests \$129.32 reimbursement for his MP3 player damaged by staff. The Committee recommends approval of this claim.

33) Darry Rabideau #159679 \$ 43.92

The claimant (10-SAB/DOC-515) requests \$43.92 reimbursement for his hobby craft items lost while under control of the Department. The Committee recommends approval of \$44.21 for this claim.

30. DEPARTMENT OF CORRECTIONS continued

34) Carlos Rivera #163206 \$393.13

The claimant (09-SAB/DOC-095) requests \$393.13 reimbursement for money taken from his account for restitution. The Committee recommends approval of this claim.

35) Zane Savage #298475 \$ 75.16

The claimant (10-SAB/DOC-483) requests \$75.16 reimbursement for money taken from his account for an order he did not order. The Committee recommends approval of this claim.

36) Marshand Smith #310316 \$399.75

The claimant (08-SAB/DOC-458) requests \$399.75 reimbursement for his tape player, tape case, beard trimmers, 34 tapes, adaptor, 3 way splitter, and cable cord lost while under control of the Department. The Committee recommends approval of \$232.09 for this claim.

37) Christopher Stern #203826 \$160.16

The claimant (09-SAB/DOC-023) requests \$160.16 reimbursement for his TV and a 6-foot coaxial cable destroyed by staff. The Committee recommends approval of this claim.

38) Christopher Stern #203826 \$347.92

The claimant (09-SAB/DOC-024) requests \$347.92 reimbursement for his word processor/memory typewriter, 1 ink ribbon, and 2 printwheels lost while under control of the Department. The Committee recommends denial of this claim.

39) John Taylor #162788 \$ 46.27

The claimant (10-SAB/DOC-469) requests \$46.27 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends denial of this claim.

30. DEPARTMENT OF CORRECTIONS continued

40) Danyell Thomas #246713 \$999.99

The claimant (10-SAB/DOC-110) requests \$999.99 reimbursement for his legal papers while under control of the Department. The Committee recommends approval of this claim.

41) Michael Torres #441388 \$ 61.50

The claimant (09-SAB/DOC-161) requests \$61.50 reimbursement for his watch lost while under control of the Department. The Committee recommends approval of this claim.

42) L.T. Tucker #132271 \$ 23.00

The claimant (09-SAB/DOC-121) requests \$23.00 reimbursement for his tape player and tobacco lost while under control of the Department. The Committee recommends approval of \$2.80 for this claim.

43) Frank Walton #247918 \$226.64

The claimant (09-SAB/DOC-005) requests \$226.64 reimbursement for his tape player, tapes, tobacco, and TV damaged while under control of the Department. The Committee recommends approval of \$32.73 for this claim.

44) Tyrone Williams #126996 \$317.00

The claimant (09-SAB/DOC-044) requests \$317.00 reimbursement for his typewriter lost while under control of the Department. The Committee recommends approval of \$33.60 for this claim.

45) Nathan Wilson #258346 \$169.87

The claimant (08-SAB/DOC-412) requests \$169.87 reimbursement for his TV lost during transfer from one facility to another. The Committee recommends approval of \$8.00 for this claim.

30. DEPARTMENT OF CORRECTIONS continued

46) Benjamin Woods #322840 \$208.10

The claimant (09-SAB/DOC-053) requests \$208.10 reimbursement for his prescription eyeglasses lost while under control of the Department. The Committee recommends approval of \$61.50 for this claim.

47) Thomas Woods #239525 \$950.00

The claimant (09-SAB/DOC-204) requests \$950.00 reimbursement for his tape player, family photos, 2 trimmer blades, and a legal brief lost while under control of the Department. The Committee recommends denial of this claim.

31. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1) Beau Hill \$767.26

The claimant (10-SAB-164) requests \$767.26 reimbursement for damage to his vehicle when the parking gate came down on his vehicle when entering the ramp. The Committee recommends approval for this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

32. 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 Fund for fruit, vegetable and other product inspections

33. DEPARTMENT OF ATTORNEY GENERAL

- 1) Requests approval to write-off 4025 uncollectible taxes and penalties Employer Accounts, representing a total indebtedness of \$7,617,473.01. Collection of these debts is no longer possible due to one of the following reasons: barred by statute, discontinued corporation with no assets, discharged bankrupt corporation, deceased employer with insufficient estate, or discontinued corporation with no assets (reimbursing employers).

34. DEPARTMENT OF CORRECTIONS

- 1) Reporting an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #472N0211805 for \$173,760.50 with Solutions to Recovery for Residential Services for Prisoners, Parolees, and probationers
- 2) Reporting an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #472N0210713 for \$36,700.00 with Standard Electric Company for a generator switch at the Special Alternative Incarceration Facility (SAI)
- 3) Reporting an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #472N0211043 for \$366,200.00 with Certified Abatement Systems, Inc. for mold clean-up at Standish Maximum Correctional Facility

34. DEPARTMENT OF CORRECTIONS continued

- 4) Reporting an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 for the following:
 - a. #472N0209601 for \$223,117.50 with Austin Sales Group, Inc. for Disinfectant, Detergent, and Bleach for Michigan State Industries (MSI)
 - b. #472N0209607 for \$221,582.88 with Labtech Corporation for Detergent, Lime Deposit Remover, Floor Sealer, Degreaser, Bleach, Alkali Builder, and Fabric Softener for Michigan State Industries (MSI)
 - c. #472N0209782 for \$92,352.00 with the State of New York - Division of Industries for Bar Soap for Michigan State Industries (MSI)
 - d. #472N0209662 for \$58,572.00 with Arrow Chemical Products, Inc. for Soap and Disinfectant for Michigan State Industries (MSI)

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

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

A G E N D A

1/6/2011 2:50 version

FINANCE AND CLAIMS COMMITTEE

January 11, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

January 18, 2011, 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

1a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Mr. Larry C. Inman, Chair for \$ 250,000.00 Total
Northwest Michigan Council FY11-12 16% Recovery Act Fund
of Governments 84% Federal Fund (WIA)
Williamsburg, MI The Grantee will receive
federal funding to expand
Michigan's agriculture sector
through the creation of the NW
Michigan Agriculture Sector
Skills Alliance

- 2) Statewide Workforce \$ 928,980.00 Total
Development Boards FY11-12 72% Federal Fund
(Listing on file) 28% Recovery Act Funds
The Grantees will receive
federal funds for the Energy
Conservation Apprenticeship
Readiness Program (ECAR) which
is an apprenticeship training
program for women, minorities
and economically disadvantaged
persons in the construction

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

2a. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|---|--|
| 1) | Michigan Primary Care Assoc. Lansing, MI | \$ 80,000.00 Amendment \$ 225,297.00 New Total FY11 56% Federal Fund 44% Recovery Act Funds Additional funds for one-year grant agreement to provide funding for the placement of primary care providers in designated shortage areas; technical assistance to communities for development of primary care services and collection, analysis and dissemination of data relevant to Primary Health Care in Michigan |
| 2) | Michigan Health Council Okemos, MI | \$ 40,000.00 Amendment \$ 100,000.00 New Total FY11 100% Recovery Act Funds Additional funds for one-year grant agreement to provide funding for M-Search program specialist to establish education and training materials for the M-Search program |
| 3) | Various Vendors (Listing on File) | \$ 3,068,942.00 Amendment \$128,050,755.00 New Total FY11 60.58% Federal Fund 1.29% Recovery Act Fund 31.56% General Fund 2.27% Restricted Fund <i>See bid tab for list of funds</i> 4.30% Private Additional funds for one-year grant agreement to provide funding for improved access to critical health services |

2a. DEPARTMENT OF COMMUNITY HEALTH continued

| | | |
|----|---|---|
| 4) | Michigan Public Health Institute Okemos, MI | \$ 2,636,101.00 Amendment \$ 39,279,066.00 New Total FY11 57.42% Federal Fund 29.53% General Fund 6.27% Recovery Act Funds 6.26% Restricted fund <i>See bid tab for list of funds</i> 0.52% Local Funds Additional funding for one-year grant agreement to provide grant funding for various community health projects |
|----|---|---|

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

3a. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

| | | |
|----|--|--|
| 1) | Boundless AT Oswego, OR | \$ 3,540.00 (one-time) FY11 100% Recovery Act Fund 071I1300009 Low Vision Aids and Devices |
| | NOIR Medical Tech Oswego, OR | \$ 5,303.00 (one-time) FY11 100% Recovery Act Fund 071I1300009 Low Vision Aids and Devices |
| | Eschenbach Optik of America, Inc. Ridgefield, CT | \$ 24,042.60 (one-time) FY11 100% Recovery Act Fund 071I1300009 Low Vision Aids and Devices |
| | LS & S Group, Inc. Buffalo, NY | \$ 38,261.00 (one-time) FY11 100% Recovery Act Fund 071I1300009 Low Vision Aids and Devices |

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 January 11, 2011. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of January 11, 2011, be approved and adopted. The motion was supported by Ms. Isaacs and unanimously approved.

APPROVED

January 18, 2011 No. 52

JAN 18 2011

MICHIGAN STATE
ADMINISTRATIVE BOARD

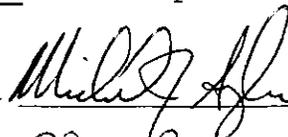
COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD

The Honorable Rick Snyder, 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 January 12, 2011. Those present
being:

Chairperson: Mike Senyko, representing
Secretary of State Johnson

Approved



Member: Elizabeth Clement, representing
Lt. Governor Calley

Approved



Member: James Shell, representing
Attorney General Schuette

Approved



Others: Chris Antieau, Tom Graf, Department of Natural Resources and
Environment; Sherry Bond, Janet Rouse, Department of Technology,
Management and Budget; Connie Hanrahan, Adam Iding, Jean
Ingersoll, Demetrius Parker, Patrick Scarlett, Betsy Steudle, Anu
Taneja, Karen Watson, Department of Transportation

Mr. Senyko called the meeting to order.

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

The Department of Natural Resources and Environment, Water Resources
Division agenda was presented.

Following discussion, Mr. Shell moved that the Department of Natural
Resources and Environment, Water Resources Division agenda be
recommended to the State Administrative Board for approval. Supported
by Ms. Clement, the motion was unanimously adopted.

The Department of Transportation regular agenda and supplemental
agenda were presented.

The Quarterly Post Award American Recovery and Reinvestment Act
Report for October through December, 2010, was received from the
Department of Transportation.

Transportation and Natural Resources Report

January 12, 2011

Page 2

A 10% over engineer's estimate justification letter was received from the Department of Transportation regarding Item 77 of the regular agenda.

Following discussion, Mr. Shell moved that the Transportation regular agenda and supplemental agendas be recommended to the State Administrative Board for approval with Items 35, 38, 39, 40, 41, 44, 50, 56, and 58 of the regular agenda contingent upon approval by the Office of Commission Audit and Items 44, 50, 56, and 58 of the regular agenda contingent upon approval by the Department of Attorney General. Supported by Ms. Clement, the motion was unanimously adopted.

Mr. Senyko adjourned the meeting.

At the State Administrative Board meeting on January 18, 2011, Items 35, 38, 39, 40, 41, 56, and 58 of the regular Transportation agenda were withdrawn by the Department of Transportation.

AGENDA

DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT
WATER RESOURCES DIVISION

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

January 12, 2011

State Administrative Board

January 18, 2011

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.

SUBMERGED LANDS

1. Proposed Deed (0.64 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Donald Schill (File MC 368)

Consideration: \$7,438 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339, Control of Certain State Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$7,438 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

2. Proposed Deed (0.09 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: David Mackie (File SBC 028)

Consideration: \$2,713 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$2,713 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

3. Proposed Deed (0.71 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Frederick Zaharoff (File MC 410)

Consideration: \$6,915 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$6,915 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

4. Proposed Deed (0.15 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Terry Andrews (File SC 045)

Consideration: \$27,196 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$27,196 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

5. Proposed Deed (0.26 acre) of Lake St. Clair public trust bottomlands in the St. Clair Flats, Clay Township, St. Clair County.

Applicant: Les Hicks (File MC 410)

Consideration: \$3,942 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 339.
- B. Benefit: Compliance with Part 339.
- C. Funding Source/Income to the State: \$3,942 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

6. Proposed Marina Lease (0.66-acre) of Lake Huron public trust bottomlands, Clark Township, Mackinac County.

Applicant: Denis and Kathleen Fox – Hessel on the Lake (File LH 506)

Consideration: \$2,400 annual fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended.
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$2,400 annual fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

7. Proposed Private Use Agreement (0.01 acre) of Lake Huron public trust bottomlands, Drummond Township, Chippewa County.

Applicant: Fire Island LLC (File LH 509)

Consideration: \$500 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$500 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

8. Proposed Marina Lease (0.30 acre) of Lake Huron public trust bottomlands, Clark Township, Mackinac County.

Applicant: Cedarville Development Company (File LH 507)

Consideration: \$700 annual fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$700 annual fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

9. Proposed Private Use Agreement (0.15 acre) of Lake Huron public trust bottomlands, Clark Township, Mackinac County.

Applicant: Mary Ann Van Lokeren (File LH 486)

Consideration: \$500 fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$500 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

10. Proposed Private Use Agreement (2.03 acres) of Lake Huron public trust bottomlands, Drummond Township, Chippewa County.

Applicant: Drummond Dolomite, Inc. (File LH 493)

Consideration: \$7,200 annual fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$7,200 annual fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

11. Proposed Private Use Agreement (4.82 acres) of Lake Huron public trust bottomlands, City of Rogers City, Presque Isle County.

Applicant: O-N Minerals Company, d/b/a Carmeuse Lime & Stone/Wolverine Power Supply Cooperative, Inc. (File LH 497)

Consideration: \$15,900 annual fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$15,900 annual fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

12. Proposed Private Use Agreement (3.83 acres) of Lake Huron public trust bottomlands, City of Rogers City, Presque Isle County.

Applicant: O-N Minerals Company, d/b/a Carmeuse Natural Chemicals
(File LH 499)

Consideration: \$13,200 annual fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$13,200 annual fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.

13. Proposed Marina Lease (0.26-acre parcel) of Lake Huron public trust bottomlands, City of Mackinac Island, Mackinac County.

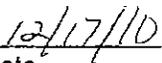
Applicant: Ira Green - Mackinac Bicycle Inn (File LH 498)

Consideration: \$1,200 annual fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit: Compliance with Part 325.
- C. Funding Source/Income to the State: \$1,200 annual fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore, no quantity is guaranteed?) or not applicable (N/A): N/A.
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A.



William Creal, Chief
Water Resources Division
Department of Natural Resources and Environment



Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 12, 2011 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: January 18, 2011 - 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 1264, Control Section 41025, Parcel 114, Part C; Parcel 115, Part B;
Parcel 116, Part D; Parcel 121, Part D

The subject tract is located in the Township of Grand Rapids, Kent County, Michigan, and contains approximately 2.355 acres. The tract is landlocked and there is one abutting owner. The highest and best use is assemblage with the abutting land. The tract was appraised by Jeffrey G. Genzink, consultant appraiser, on May 18, 2010, at \$14,400. The appraised tract was reviewed by Dave Thomas, Grand Region Property Analyst, on September 1, 2010, and approved for sale by Peter Loftis, Grand Region Real Estate Agent, on September 1, 2010, at \$14,400. The sole abutting owner, Kensington Woods Condominiums, a non-profit corporation, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$14,400, 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 an excess property sale is to dispose of state-owned excess property by conveyance to a qualified purchaser.

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 the 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: 49505.

* Denotes a non-standard contract/amendment

2. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Easement)
Tract 1265, Control Section 41025, Parcel 1, Part B

The subject tract is located in the Township of Grand Rapids, Kent County, Michigan, and contains approximately 23,011 square feet. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Kensington Woods Condominiums, a non-profit corporation, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The relinquishment was approved by Peter Loftis, Grand Region Real Estate Agent, on September 1, 2010. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

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

Purpose/Business Case: The purpose of relinquishments of easements is to dispose of state-owned easement rights by relinquishment to the underlying fee owner. The relinquishment of easement returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by eliminating liability over the easement area and generating revenue or receiving a processing fee.

Funding Source: N/A.

Commitment Level: Relinquishments of easements are processed for an established processing fee of \$500 or appraised value if the estimated value of the relinquishment exceeds the \$500 processing fee.

Risk Assessment: If the easement is not relinquished, the amount of state revenue will be reduced.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49505.

3. HIGHWAYS (Real Estate) – Resolution “C” (Railroad Sale to Local Public Agency)
Sale RR-047-F, Item 1, Control Section 2804I8, Parcel 4C

The subject tract is located in the City of Traverse City, Grand Traverse County, Michigan, and contains approximately 5.66 acres. This transaction will convey to the Grand Traverse County Road Commission excess railroad property needed for a proposed county road improvement project. This conveyance will also resolve an encroachment of existing county road right-of-way on excess railroad property. The property was appraised by Andrew Sill, consultant appraiser, on May 19, 2010, at \$35,000. The appraisal was reviewed by Ron Adams, Property Analyst, Program and Property Management Unit, Project Development Section, Real Estate Division, on September 2, 2010, at \$35,000. The appraised property was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Unit, Project Development Section, Real Estate Division, on September 3, 2010, at \$35,000. The tract is being conveyed with a 10-year reversionary clause restricting the property to a public use. The Grand Traverse County Road Commission has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$7,000 which represents a 20 percent bid deposit. The property was determined to be excess by the Bureau of Aeronautics and Freight Services.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state. Moreover, this transaction is necessary both to convey excess railroad property to the Grand Traverse County

* Denotes a non-standard contract/amendment

Road Commission needed for a proposed county road project and to resolve an encroachment of existing county road right-of-way on excess railroad property.

Purpose/Business Case: The purpose of railroad sales is to dispose of state-owned 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. Furthermore, this transaction benefits both the state and the county, as described above.

Funding Source: N/A.

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

Risk Assessment: If railroad 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: 49684.

4. HIGHWAYS (Real Estate) – Resolution “D” (Relinquishment of Easement)

Tract 1280, Control Section 11017, Parcel 63E, Part A

The subject tract is located in Watervliet Township, Berrien County, Michigan, and contains approximately 0.93 acres. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment processing fee of \$500 has been waived by MDOT because the relinquishment is part of an exchange in which a new easement, to be owned and maintained by the Berrien County Drain Commission, will continue to service MDOT’s drainage needs at this location. The relinquishment was approved by Patrick Scarlett, Supervisor, Program and Property Management Unit, Project Development Section, Real Estate Division, on December 17, 2010. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is part of an exchange in which a new easement, to be held by the Berrien County Drain Commission, will continue to service MDOT’s drainage needs at this location. The failure to process this relinquishment would result in the larger transaction not proceeding.

Purpose/Business Case: The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

Benefit: MDOT will continue to have the necessary road drainage facility, but the responsibility of ownership and maintenance of the easement area will shift to the Berrien County Drain Commission.

Funding Source: N/A.

Commitment Level: Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500 or appraised value if the value of the relinquishment exceeds the \$500 processing fee. The fee may be waived if it is in the best interest of MDOT. The fee has been waived in this instance because MDOT will continue to receive the benefit of the drainage easement, while the easement itself will be held by a local public agency.

Risk Assessment: If the easement granted to MDOT is not relinquished and the new easement, to be owned and maintained by the Berrien County Drain Commission, is not granted, MDOT will continue to have responsibility for ownership and maintenance of the easement area even though the easement rights are no longer required for highway purposes.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49098.

* Denotes a non-standard contract/amendment

5. HIGHWAYS (Real Estate) – Resolution “E” (Relinquishment of Easement)

Tract 1281, Control Section 11017, Parcel 66, Part A

The subject tract is located in Watervliet Township, Berrien County, Michigan, and contains approximately 0.77 acres. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment processing fee of \$500 has been waived by MDOT because the relinquishment is part of an exchange in which a new easement, to be owned and maintained by the Berrien County Drain Commission, will continue to service MDOT’s drainage needs at this location. The relinquishment was approved by Patrick Scarlett, Supervisor, Program and Property Management Unit, Project Development Section, Real Estate Division, on December 17, 2010. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is part of an exchange in which a new easement, to be held by the Berrien County Drain Commission, will continue to service MDOT’s drainage needs at this location. The failure to process this relinquishment would result in the larger transaction not proceeding.

Purpose/Business Case: The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

Benefit: MDOT will continue to have the necessary road drainage facility, but the responsibility of ownership and maintenance of the easement area will shift to the Berrien County Drain Commission.

Funding Source: N/A.

Commitment Level: Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500 or appraised value if the value of the relinquishment exceeds the \$500 processing fee. The fee may be waived if it is in the best interest of the department. The fee has been waived in this instance because MDOT will continue to receive the benefit of the drainage easement, while the easement itself will be held by a local public agency.

Risk Assessment: If the easement granted to MDOT is not relinquished and the new easement, to be owned and maintained by the Berrien County Drain Commission, is not granted, MDOT will continue to have responsibility for ownership and maintenance of the easement area even though the easement rights are no longer required for highway purposes.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49098.

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

Amendatory Contract (2010-0467/A1) between MDOT and the City of Big Rapids will increase the contract amount by \$25,000 due to higher than anticipated costs associated with the construction of the community hangar. The original contract provides for the construction of a hangar area site at the Roben-Hood Airport in Big Rapids, Michigan. The contract term remains unchanged, September 14, 2010, through September 13, 2030. The revised contract amount will be \$409,000. Source of Funds:

* Denotes a non-standard contract/amendment

| | <u>Previous Total</u> | <u>Total Increase</u> | <u>Revised Total</u> |
|---|-----------------------|-----------------------|----------------------|
| Federal Aviation Administration (FAA) Funds | \$364,800 | \$23,750 | \$388,550 |
| State Restricted Aeronautics Funds | \$ 9,600 | \$ 625 | \$ 10,225 |
| City of Big Rapids Funds | \$ 9,600 | \$ 625 | \$ 10,225 |
| Total | <u>\$384,000</u> | <u>\$25,000</u> | <u>\$409,000</u> |

Criticality: The additional funding will cover the additional costs of electrical and mechanical items needed for developing the hangar area site, which included additional linear feet of telephone and electrical conduits, lighting and control changes, additional firewall provisions to meet code, and duct work.

Purpose/Business Case: To increase the contract amount by \$25,000 to cover the higher than anticipated costs associated with the construction of the community hangar.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Big Rapids Funds.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were 13 bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49307.

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

Contract (2011-0068) between MDOT and the Dickinson County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (SRE) at the Ford Airport in Iron Mountain, 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 \$60,000.

Source of Funds: FAA Funds (via block grant) - \$57,000; State Bond Funds - \$1,500; Dickinson County Funds - \$1,500.

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 friction meter).

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Dickinson-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: 49801.

* Denotes a non-standard contract/amendment

8. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Taxiway Rehabilitation

Contract (2011-0069) between MDOT and the St. Clair County Board of Commissioners will provide federal and state grant funds for development of engineering plans for the rehabilitation of the east hangar area taxiways, including pavement marking on runway 4/22 at the St. Clair County International Airport in Port Huron, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$32,000. Source of Funds: FAA Funds (via block grant) - \$30,400; State Bond Funds- \$800; St. Clair County Funds - \$800.

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

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of the east hangar area taxiways, including pavement marking on runway 4/22.

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

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% St. Clair County Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48074.

9. AERONAUTICS AND FREIGHT (Aeronautics) – Approach Clearing

Contract (2011-0070) between MDOT and the City of Lowell will provide state grant funds for approach clearing on runway 12/30 (phase 2), including relocation of the threshold and paint marking at the Lowell City Airport in Lowell, Michigan. The contract will be in effect from the date of award through 20 years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of 20 years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$74,000. Source of Funds: State Restricted Aeronautics Funds - \$66,600; City of Lowell Funds - \$7,400.

Criticality: This project will provide an unobstructed approach to the runway, as mandated by the Federal Aviation Administration, and will increase the safety margin for aeronautical activity at the airport.

Purpose/Business Case: To provide for the development of engineering plans for and the construction of approach clearing on runway 12/30 (phase 2), including relocation of the threshold and paint marking.

Benefit: Will enhance airport safety.

Funding Source: 90% State Restricted Aeronautics Funds and 10% City of Lowell 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 with state participation.

* Denotes a non-standard contract/amendment

Cost Reduction: The construction was let locally and awarded to the lowest bidder. The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49331.

10. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2011-0071) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcels E36, 48, 49, 50, 51, 60, 61, 62, and 63 at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$500,000. Source of Funds: FAA Funds (via block grant) - \$475,000; State Restricted Aeronautics Funds - \$12,500; Livingston County Funds - \$12,500.

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

Purpose/Business Case: To provide for the land acquisition costs of parcels E36, 48, 49, 50, 51, 60, 61, 62, and 63. The costs will include parcel and consultant costs, title and preliminary interviews, appraisals and appraisal reviews, negotiations, surveys and Exhibit X drawings, and update of the Exhibit A property map.

Benefit: Will enhance airport safety by ensuring control of the RPZ.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48855.

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

Contract (2011-0080) between MDOT and the Village of Lakeview will provide federal and state grant funds for the development of engineering plans for the rehabilitation of airfield lighting and guidance signs at the Lakeview-Griffith Field in Lakeview, 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 \$20,000. Source of Funds: FAA Funds (via block grant) - \$19,000; State Restricted Aeronautics Funds - \$500; Village of Lakeview Funds - \$500.

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

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of airfield lighting and guidance signs.

Benefit: Will enhance airport safety.

* Denotes a non-standard contract/amendment

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Village of Lakeview Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48850.

12. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Taxiway Rehabilitation

Contract (2011-0082) between MDOT and the West Michigan Airport Authority (WMAA) will provide federal and state grant funds for development of engineering services for the rehabilitation of the south hangar area taxiway at the Tulip City Airport in Holland, 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 \$55,000. Source of Funds: FAA Funds (via block grant) - \$52,250; State Restricted Aeronautics Funds - \$1,375; WMAA Funds - \$1,375.

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

Purpose/Business Case: To provide for the development of engineering services for the rehabilitation of the south hangar area taxiway.

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

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49423.

13. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Building

Contract (2011-0084) between MDOT and the Jackson County Board of Commissioners will provide state grant funds for the design of a facility to store snow removal equipment (SRE), including site work and an access road, at the Jackson County-Reynolds Field in Jackson, Michigan. The contract will be in effect from the date of award through 20 years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of 20 years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$280,000. Source of Funds: State Restricted Aeronautics Funds - \$252,000; Jackson County Funds - \$28,000.

Criticality: The project will provide a facility for storing and maintaining the airport's equipment, in accordance with federal and state standards.

Purpose/Business Case: To provide for the development of engineering plans for the construction of a facility to store SRE, including site and access road work.

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

Funding Source: 90% State Restricted Aeronautics Funds and 10% Jackson County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost with state participation.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49202.

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

Contract (2011-0086) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for the construction of a terminal building (phase VI) at the MBS International Airport in Saginaw, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,793,651. Source of Funds: FAA Funds - \$1,703,968; State Bond Funds - \$44,841; MBS International Airport Commission Funds - \$44,842.

Criticality: A study conducted by the airport commission has determined that the existing facility is outdated and beyond its useful life. The best use of funds would be to construct a new terminal, including appropriate site improvements. This project is essential to creating a safer and more efficient system.

Purpose/Business Case: To provide for the construction of a terminal building. This is phase VI of a multi-phased project.

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

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% MBS International Airport Commission Funds.

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

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48623.

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

Authorization (77080-112497) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad Company (GTW) will provide funding for the upgrade to 12-inch lenses at the grade crossing of Whipple Street in Port Huron, 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 City of Port Huron and approved on October 25, 2010. The project cost is estimated at \$100,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$60,000; FY 2011 State Restricted Trunkline Funds - \$40,000.

Criticality: In October 2010, members of a review team determined that safety enhancements needed to be made at this crossing 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 upgrade to 12-inch lenses at the existing grade crossing of GTW with Whipple Street in Port Huron, 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 - \$60,000; FY 2011 State Restricted Trunkline Funds - \$40,000.

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

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

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the City of Port Huron.

Selection: N/A.

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

Zip Code: 48060.

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

Authorization (47005-112495) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the upgrade of flashing-light signals and the installation of half-roadway gates at the grade crossing of Chilson Road in Livingston 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 Livingston County Road Commission and approved on November 18, 2010. The project cost is estimated at \$220,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$132,000; FY 2011 State Restricted Trunkline Funds - \$88,000.

Criticality: In November 2010, members of a review team determined that safety enhancements needed to be made at this crossing 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 upgrade of flashing-light signals and installation of half-roadway gates at the existing grade crossing of CSX with Chilson Road in Livingston 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 - \$132,000; FY 2011 State Restricted Trunkline Funds - \$88,000.

Commitment Level: The authorization cost is based on CSX'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 CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Livingston County Road Commission.

Selection: N/A.

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

Zip Code: 48843.

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

Authorization (63062-112392) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of half-roadway gates and the upgrade of flashing-light signals at the grade crossing of 9 Mile Road in Novi, 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 City of Novi and approved on October 29, 2010. The project cost is estimated at \$200,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$120,000; FY 2011 State Restricted Trunkline Funds - \$80,000.

Criticality: In October, 2010, members of a review team determined that safety enhancements needed to be made 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 CSX with 9 Mile Road in Novi, 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 - \$120,000; FY 2011 State Restricted Trunkline Funds - \$80,000.

Commitment Level: The authorization cost is based on CSX'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 CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Novi.

Selection: N/A.

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

Zip Code: 48375.

18. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1053) between MDOT and Norfolk Southern Railway, dated April 24, 1995, will provide for improvements under job number 108727 to a crossing on Highway M-52 in the City of Chelsea, Washtenaw County, Michigan. The improvements include upgrading the existing warning devices with new cantilevers to accommodate traffic pre-signals.

Estimated Funds:

| | |
|--------------------------------------|--------------------|
| Federal Highway Administration Funds | \$1,080,000 |
| State Restricted Trunkline Funds | <u>\$ 120,000</u> |
| Total Funds | <u>\$1,200,000</u> |

STR 81011 – 108727A
 Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety.
Purpose/Business Case: To improve advance warning time for motorists at the railroad crossing.
Benefit: Increased safety by reducing potential vehicle/train accidents due to modernization of existing warning devices with new traffic signal interconnects and circuitry.
Funding Source: Federal Highway Administration Funds and State Railroad Grade Crossing Funds.
Commitment Level: 90% federal funds, 10% state funds; based on estimate.
Risk Assessment: The possibility of vehicle/train accidents on the crossing would not be decreased during train passage.
Cost Reduction: Improvements are on railroad property, and Norfolk Southern Railway is doing the work. Estimate reviewed to make sure costs are reasonable and valid.
Selection: N/A.
New Project Identification: Improvements of existing railroad crossing.
Zip Code: 48118.

19. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0804) between MDOT and Huron & Eastern Railway, dated July 5, 1994, will provide for improvements under job number 111627 at two crossings of Huron & Eastern Railway with Highway M-13/M-84 and Henry Street in the City of Bay City, Bay County. The improvements include installing new cantilevers and gates along with all necessary circuitry at both crossing locations.

Estimated Funds:

| | |
|----------------------------------|------------------|
| State Restricted Trunkline Funds | <u>\$400,000</u> |
| Total Funds | <u>\$400,000</u> |

MRR 09032 – 111627A
 Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in advance of a related roadway project being let in 2013. Delaying the railroad work would stop the roadway work and require additional payment to the contractor for the delay.
Purpose/Business Case: To facilitate construction work for roadway improvements along Highway M-13/M-84.

* Denotes a non-standard contract/amendment

Benefit: Increased safety by providing enhanced warning device reliability.

Funding Source: State Railroad Grade Crossing Funds.

Commitment Level: 100% state funds; based on railroad estimate.

Risk Assessment: If the new gates are not installed per state regulatory order, an opportunity will be lost to reduce vehicle/train accidents at the crossing.

Cost Reduction: Improvements are on railroad property, and Huron & Eastern Railway is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing railroad crossing signals.

Zip Code: 48707.

20. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R4) under Contract (2006-0082) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services and will increase the contract amount by \$135,514.32. The additional services will include updating plans and special provisions for the completion of the design deliverable enhancement project (DDEP) and maintaining traffic, additional meetings with property owners and for utility coordination, and redesigning the M-52/Main Street intersection due to right-of-way (ROW) issues. The original authorization provides for design services to be performed for the reconstruction/cold milling of M-52 between Austin Road and Geiske Road in the Village of Manchester, Washtenaw County (CS 81012 - JN 77662C). The authorization term remains unchanged, January 6, 2006, through June 20, 2012. The revised authorization amount will be \$865,013.70. The contract term is December 21, 2005, through June 20, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This project is included in MDOT's Five Year Plan. In order to deliver the project on time, the additional design services must be approved.

Purpose/Business Case: To provide for the performance of additional design services, including updating plans and special provisions for the completion of the DDEP and maintaining traffic, additional meetings with property owners and for utility coordination, and redesigning the M-52/Main Street intersection due to ROW issues.

Benefit: This project will provide a safer and more efficient roadway. It will also extend the service life of the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved, the most efficient and safe design possible may not be utilized and the public may not receive the highest quality product.

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

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

New Project Identification: This is not a new project.

Zip Code: 48158.

21. HIGHWAYS – IDS Time Extension

Amendatory Contract (2006-0133/A2) between MDOT and HNTB Michigan, Inc., will extend the term of the indefinite delivery of services (IDS) contract by five months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z4). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be February 9, 2006, through June 30, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended, including authorization (Z4), and the design services under authorization (Z4) cannot be completed. Authorization (Z4) provides for the design of a Vehicle Infrastructure Integration (VII) Test Bed wireless network on I-696, M-5 Connector and 12 Mile Road in Oakland County. If the design services are not completed, the required hardware installation and system acceptance testing cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by five months to allow authorizations issued under it to be extended when needed. This will allow the consultant to complete ongoing services, including work under authorization (Z4). No new authorizations will be issued under this IDS contract.

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

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

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

22. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z4/R2) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will extend the authorization term by approximately five months to provide sufficient time for the consultant to complete the project. The additional time is needed due to the emergency replacement of Hub 6 and Node 7, two tower locations where equipment for the Vehicle Infrastructure Integration (VII) Test Bed Project is to be mounted. The original authorization provides for the design of a VII Test Bed wireless network on I-696, the M-5 connector, and 12 Mile Road in Oakland County (CS 84917 - JN 32620C). The revised authorization term will be December 13, 2006, through June 30, 2011. The authorization amount remains unchanged at \$388,035. The contract term is February 9, 2006, through June 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This authorization will expire on February 8, 2011. If the authorization is not extended, the required hardware installation and system acceptance testing cannot be completed and the project could be compromised.

Purpose/Business Case: To extend the contract by five months to provide sufficient time for the consultant to complete the project. The additional time is needed due to the emergency replacement of Hub 6 and Node 7, two tower locations where equipment for the VII Test Bed Project is to be mounted.

Benefit: This revision will provide the additional time needed to address the program issues and complete the project successfully.

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

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

Risk Assessment: If this revision is not approved, the project may not be completed.

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

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

New Project Identification: This is not a new project.

Zip Code: 48075.

23. ***HIGHWAYS – Time Extension**

Amendatory Contract (2007-0646/A4) between MDOT and HNTB Michigan, Inc., will retroactively extend the contract term by two years to allow the consultant to continue to provide the as-needed design services during construction through the completion of the project (18 days retroactive). The additional time is needed because an ongoing court case has delayed the project. The original contract provided for as-needed design services during construction to be performed for the reconstruction of I-75 and I-96 from West Grand Boulevard to the Consolidated Rail Corporation (Conrail) overpass (Ambassador Bridge/Gateway Project), including the Bagley Avenue cable-stayed pedestrian bridge, in Wayne County (CSs various – JN 37795A). The revised contract term will be July 19, 2007, through December 31, 2012. The contract amount remains unchanged at \$2,838,542.01. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: It is critical that this amendment be approved at this time to allow the consultant to continue to provide as-needed design services during the construction through the completion of this project. If this amendment is not approved, the timely and successful completion of the Gateway Project could be jeopardized.

Purpose/Business Case: To provide for the continuation of as-needed design services during construction for the reconstruction of I-75 and I-96 from West Grand Boulevard to the Conrail overpass (Ambassador Bridge/Gateway Project), including the Bagley Avenue Pedestrian Bridge, in Wayne County.

Benefit: Will provide for the continuation of necessary design services during construction for this complex construction project, including the resolution of any unforeseen construction issues.

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 amendment is not approved, timely design assistance for problems that may occur during the construction of this complex project may not be provided.

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 a rehabilitation project that includes the new component of the Bagley Avenue cable-stayed pedestrian bridge.

Zip Code: 48075.

24. HIGHWAYS – Time Extention

Amendatory Contract (2009-0481/A1) between MDOT and Tyme Engineering, Inc., will extend the contract term by 11 months to provide sufficient time for the consultant to complete the services. The additional time is needed because of design and fabrication issues with the project. The original contract provides for full construction engineering services to be performed for .33 miles of sound abatement wall replacement work along northbound I-75 between Northline Road and Goddard Road in the City of Southgate, Wayne County, and the construction of five sound abatement walls at various locations at the I-94/US-24 interchange in the City of Taylor, Wayne County (CSs 82191 and 82022 – JNs 101324A and 88420A). The revised contract term will be June 26, 2009, through December 31, 2011. The contract amount remains unchanged at \$758,738.20. Source of Funds: 58.13% Federal Highway Administration Funds and 41.87% State Restricted Trunkline Funds.

Criticality: This amendment will extend the contract term by 11 months to provide sufficient time for the consultant to complete the services. The additional time is needed because of project design and fabrication issues.

Purpose/Business Case: To extend the authorization term by 11 months to provide sufficient time for the consultant to complete the services. This project will provide for full construction engineering services to be performed for sound abatement wall replacement and the construction of five sound abatement walls.

Benefit: Proceeding with the project will provide for the mitigation of noise in residential neighborhoods.

Funding Source: 58.13% Federal Highway Administration Funds and 41.87% 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 construction will proceed without proper oversight, which could result in increased repair costs.

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 selection.

New Project Identification: This is not a new project.

Zip Codes: 48195 & 48180.

25. *HIGHWAYS – Time Extension

Amendatory Contract (2009-0716/A2) between MDOT and Motor City Electric Technologies, Inc., will extend the contract term by approximately three months to provide sufficient time for the consultant to complete the services. The additional time is needed because of delays in the completion of the Grand Valley Metropolitan Council (GVMC) Intelligent Transportation System (ITS) expansion project. Phase 2 of the project is dependent upon the successful completion of the GVMC ITS expansion project. The original contract provides for integration services to be performed for ITS Ethernet Industrial Protocol (IP) facilities along I-196, I-96, and US-31 in the cities of Grand Rapids, Walker, and Wyoming and in the townships of Plainfield and Grand Rapids, Kent County (CS 41900 – JN 105796A). The revised contract term will be October 1, 2009, through May 28, 2011. The contract amount remains unchanged at \$272,584.59. Source of Funds: 100% Federal Highway Administration (FHWA) Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

Criticality: The additional time will allow the consultant to complete the project. The project will integrate a new Ethernet-based IP communications system with existing ITS devices in the Grand Rapids area.

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

Benefit: This amendment will provide sufficient time for the consultant to complete the integration project. The services will allow the communications system infrastructure to be updated with newer technology to increase

* Denotes a non-standard contract/amendment

system efficiency and flexibility. Using an IP network better utilizes fiber optic cable on area freeways and eliminates the need to add more fiber in those areas.

Funding Source: 100% FHWA Funds (ARRA).

Commitment Level: The contract amount was negotiated based on needed service.

Risk Assessment: If this amendment is not approved and the integration services are not completed, project improvements will not be realized and federal funding could be lost.

Cost Reduction: The contract amount was negotiated based on needed service.

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

New Project Identification: This is not a new project.

Zip Code: 49504.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2010-0094) between MDOT and Wilcox Professional Services, LLC will provide for the development of design plans for 21.405 miles of freeway sign upgrading along I-96 from the Clinton/Ionia county line to Wacousta Road and from M-13 to US-127 in Clinton, Eaton, and Ingham Counties (CS various - JN 109748C). The work items will include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through January 19, 2013. The authorization amount will be \$194,134.16. The contract term is January 20, 2010, through January 19, 2013. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing. Projects are selected based on the ages and conditions of the signs in place along various segments of roadway. Some of the existing signs have already lost their retroreflectivity.

Purpose/Business Case: To provide for the performance of design plans for 21.405 miles of freeway sign upgrading along I-96 from the Clinton/Ionia county line to Wacousta Road and from M-13 to US-127 in Clinton, Eaton, and Ingham Counties. This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing.

Benefit: Will improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2010-0149) between MDOT and Spicer Group, 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 April 21, 2013. The authorization amount will be \$194,970.92. The contract term is April 22, 2010, through April 21, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

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.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2010-0149) between MDOT and Spicer Group, Inc., will provide for as-needed inspection and testing services to be performed for the Bay City Transportation Service Center (TSC) at various locations in Arenac, Bay, and Saginaw Counties. Work items will include inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through April 21, 2013. The authorization amount will be \$774,700.83. The contract term is April 22, 2010, through April 21, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

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

Selection: Qualifications-based.

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

Zip Code: 48706.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2010-0210) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for design services to be performed for the rehabilitation of pump station D01 of 81063, on US-12 at the Willow Run Entrance in Ypsilanti Township, Washtenaw County (CS 84900 - JN 111437C). The work items will include the performance of design surveys, preparation of required plans, and computation and verification of all plan quantities. The authorization will be in effect from the date of award through May 4, 2013. The authorization amount will be \$115,439.65. 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: The pump stations along the state highways are responsible for the immediate draining away of water from the roadways during and after rainfall. This pump station was built in 1942 and has outlived its design life. MDOT is currently rehabilitating these critical facilities in batches.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation of pump station D01 of 81063, on US-12 at the Willow Run Entrance in Ypsilanti Township.

Benefit: The pump station will be rehabilitated to keep it working properly. Pump station failure could result in roadway flooding and increased risks to motorists and property.

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48198.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2010-0210) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for design services to be performed for the rehabilitation of pump station D01 of 58032, on M-50 at the Grand Trunk Western Railroad Company crossing in Dundee Township, Monroe County (CS 84900 - JN 111438C). The work items will include the performance of design surveys, preparation of required plans, and computation and verification of all plan quantities. The authorization will be in effect from the date of award through May 4, 2013. The authorization amount will be \$169,356.75. 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: The pump stations along the state highways are responsible for the immediate draining away of water from the roadways during and after rainfall. This pump station was built in 1942 and has outlived its design life. MDOT is currently rehabilitating these critical facilities in batches.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation of pump station D01 of 58032, on M-50 at the Grand Trunk Western Railroad Company crossing in Dundee Township.

Benefit: The pump station will be rehabilitated to keep it working properly. Pump station failure could result in roadway flooding and increased risks to motorists and property.

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

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

* Denotes a non-standard contract/amendment

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48131.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2010-0300) between MDOT and Wade Trim Associates, Inc., will provide for as-needed inspection and testing services to be performed for the Bay City Transportation Service Center (TSC) at various locations in Arenac, Bay, and Saginaw Counties. Work items will include inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through May 31, 2013. The authorization amount will be \$193,898.80. The contract term is June 1, 2010, through May 31, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

Cost Reduction: Costs in professional services contracts are 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.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2010-0353) between MDOT and Rowe Professional Services Company will provide for as-needed road design survey work to be performed along M-43 (Grand River Avenue) from Bogue Street to Dobie Road, Ingham County (CS 33082 – JN 110593C). The work items will include survey control placement, topographic mapping, and legal alignment. The authorization will be in effect from the date of award through August 3, 2013. The authorization amount will be \$144,204.76. The contract term is August 4, 2010, through August 3, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the performance of design survey services necessary to develop projects on time. The services are essential to the development of MDOT projects.

Purpose/Business Case: To provide for as-needed road design survey work to be performed along M-43 (Grand River Avenue) from Bogue Street to Dobie Road, Ingham County.

* Denotes a non-standard contract/amendment

Benefit: Will provide accurate representations of the existing conditions (locations and grades on the existing roadway) needed to facilitate the project design.

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 work is not performed, the projects' plan completions will be delayed and the project lettings will be delayed, and federal funds could be lost.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48823.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2010-0390) between MDOT and OT Services will provide for as-needed technical assistance services to be performed for the Bay City Transportation Service Center (TSC) for construction projects at various locations in Arenac, Bay, and Saginaw Counties. The work items will include project file administration and the preparation and documentation of project records. The authorization will be in effect from the date of award through September 1, 2013. The authorization amount will be \$169,538.19. The contract term is September 2, 2010, through September 1, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The as-needed office technical assistance services will allow the Bay City TSC to fulfill construction requirements and ensure that all federal and state guidelines are met so that federal funding is not jeopardized.

Purpose/Business Case: To provide for as-needed technical assistance services to be performed for the Bay City TSC at various locations in Arenac, Bay, and Saginaw Counties. The services will cover the 2011 construction season.

Benefit: Will provide for project file administration, in accordance with state and federal standards. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

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

Risk Assessment: Failure to provide the services outlined could result in the program not being delivered in a timely manner, which would cause delays during construction and could result in the loss of federal participation on these highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48706.

* Denotes a non-standard contract/amendment

34. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2010-0401) between MDOT and Alfred Benesch & Company will provide for design services to be performed for the reconstruction of M-11 (28th Street) at the intersections of Ivanrest Avenue and Byron Center Avenue in the Cities of Grandville and Wyoming, Kent County (CS 41062 - JN 109765C). The services will include design work for geometric upgrades, safety upgrades, sidewalks, Americans with Disabilities Act (ADA) compliant ramp installation, curb and gutter, drainage upgrades, driveways, permanent pavement markings and signing, and traffic signals. The authorization will be in effect from the date of award through August 16, 2013. The authorization amount will be \$249,263.95. The contract term is August 17, 2010, through August 16, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This project is on a heavily used main arterial roadway with pavement that has a low remaining service life in an urban setting that has extensive above- and below-ground utilities. This project will require extensive coordination between local municipalities, private companies, and local stakeholders.

Purpose/Business Case: To provide for design services to be performed for the reconstruction of M-11 (28th Street) at the intersections of Ivanrest Avenue and Byron Center Avenue in the Cities of Grandville and Wyoming, Kent County. The services will include design work for geometric upgrades, safety upgrades, sidewalks, ADA-compliant ramp installation, curb and gutter, drainage upgrades, driveways, permanent pavement markings and signing, and traffic signals.

Benefit: This project will replace the aging pavement and upgrade the ADA ramps, signals, and intersection geometry, thereby increasing driver and pedestrian safety and reducing user delays.

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 project is not completed, the pavement will continue to deteriorate and maintenance costs will increase. An opportunity would be lost to improve roadway safety and reduce user delays.

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: 49418 and 49509.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0005) between MDOT and Alfred Benesch & Company will provide for bridge load rating analysis to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel reinforced concrete and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$799,988.02. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

* Denotes a non-standard contract/amendment

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2011-0005) between MDOT and Alfred Benesch & Company will provide for bridge load rating analysis for complex or unique structures to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$800,000. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

* Denotes a non-standard contract/amendment

37. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0006) between MDOT and URS Corporation Great Lakes will provide for bridge load rating analysis for complex or unique structures to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$799,935.26. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0007) between MDOT and Wilcox Professional Services, LLC, will provide for bridge load rating analysis for standard structures to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$799,999.22. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

* Denotes a non-standard contract/amendment

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

39. HIGHWAYS - IDS -Engineering Services

Authorization (Z1) under Contract (2011-0008) between MDOT and Williams & Works, Inc., will provide for bridge load rating analysis for standard structures to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013.

The authorization amount will be \$799,460.70. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

40. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0009) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for bridge load rating analysis for standard structures to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$799,988.98. The contract term is November 3, 2010 through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0010) between MDOT and Bergmann Associates, Inc., will provide for bridge load rating analysis for standard structures to be performed for bridges at various locations statewide in accordance with the National Bridge Inspection Standards (NBIS). The work items will include holding project meetings, establishing and reviewing work plans, and performing structural analysis for steel, reinforced concrete, and prestressed concrete bridges. The authorization will be in effect from the date of award through November 2, 2013.

The authorization amount will be \$799,979.74. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA requires analysis of all highway bridges to determine load capacity. Failure to comply with this requirement could result in the loss of federal funding.

Purpose/Business Case: To provide for bridge load rating analysis to be performed on bridges at various locations statewide in accordance with the NBIS.

* Denotes a non-standard contract/amendment

Benefit: The services will allow MDOT to meet federal requirements under the National Bridge Inspection Program and to maintain federal funding. Accurate load ratings will help to ensure public safety and to determine federal sufficiency ratings, which are used to determine the proper allocation of funds for the rehabilitation and replacement of bridges.

Funding Source: FHWA 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, MDOT may not be in compliance with the NBIS. Federal transportation funding is conditional upon compliance with the National Bridge Inspection Program. Accurate load ratings help to ensure public safety and are used to determine federal sufficiency ratings. The ratings are used to determine the proper allocation of funds for the rehabilitation or replacement of bridges.

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: 48909.

42. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0050) between MDOT and Tetra Tech of Michigan, P.C., will provide for as-needed construction staking services to be performed at various locations in the Port Huron Transportation Service Center (TSC) service area, St. Clair County. The work items will include construction staking, right-of-way surveys, and documentation of all field notes. The authorization will be in effect from the date of award through December 8, 2013. The authorization amount will be \$234,878.19. The contract term is December 9, 2010, through December 8, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The as-needed construction staking services are necessary to the successful and timely completion of construction projects in St. Clair County.

Purpose/Business Case: To provide for the performance of construction staking services to ensure accuracy and compliance with contract documents; to resolve any plan errors, discrepancies, or omissions; and to establish horizontal and vertical control points and bench marks.

Benefit: The construction staking services will reduce the risk of mistakes in the construction of road and bridge projects by providing for accurate marking of alignments and elevations and reviews of the completed construction projects for accuracy and compliance with plans.

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: Inability to establish proper alignments and vertical controls could result in unsuccessful projects with high cost overruns.

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: 48060.

* Denotes a non-standard contract/amendment

43. HIGHWAYS - Design Services

Contract (2011-0057) between MDOT and Alfred Benesch & Company will provide for bridge design services to be performed for the rehabilitation of various bridges in Wayne County. The work items will include preparing required plans, maintaining traffic and construction staging plans, permanent freeway signing plans, and pavement marking plans; and solving any problems that may arise during the design of the project. The contract will be in effect from the date of award through May 31, 2012. The contract amount will be \$799,916.97. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for bridge design services to be performed for the rehabilitation of various bridges in Wayne County.

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

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

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

Risk Assessment: If this contract is not approved, 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: 48180.

44. HIGHWAYS - Design Services

Contract (2011-0067) between MDOT and HNTB Michigan, Inc., will provide for as-needed design services during construction to be performed for the reconstruction of I-94/I-69 between Lapeer Road and the Black River Bridge in Port Huron Township, St. Clair County (CS 77111 - JNs various). The work items will include plan revisions to incorporate any unforeseen conditions that arise in the field, modification of staging plans to meet construction schedule revisions, and verification of substitutions or changes by the contractor. The contract will be in effect from the date of award through December 31, 2011. The contract amount will be \$281,978.76. Source of Funds: 80.32% Federal Highway Administration Funds and 19.68% State Restricted Trunkline Funds.

Criticality: This contract will provide for the timely design assistance necessary to address problems that may arise during construction.

Purpose/Business Case: The work items will include plan revisions to incorporate any unforeseen conditions that arise in the field, modification of staging plans to meet construction schedule revisions, and verification of substitutions or changes by the contractor.

Benefit: As-needed design services during construction provide assistance for problems that may arise during construction and allow for the timely verification of substitutions or changes.

Funding Source: 80.32% Federal Highway Administration Funds and 19.68% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not approved, timely design assistance for problems that may arise during the construction of the project may not be provided.

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.

New Project Identification: This is not a new project. It is an existing highway reconstruction with a capacity increase.

Zip Code: 48075.

45. HIGHWAYS - IDS Engineering Services

Contract (2011-0075) between MDOT and Abonmarche Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

46. HIGHWAYS - IDS Engineering Services

Contract (2011-0076) between MDOT and Fleis & VandenBrink Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

47. HIGHWAYS - IDS Engineering Services

Contract (2011-0077) between MDOT and Flint Surveying & Engineering Company, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

48. HIGHWAYS - IDS Engineering Services

Contract (2011-0078) between MDOT and Inspecsol Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

49. HIGHWAYS - IDS Engineering Services

Contract (2011-0079) between MDOT and Tricon Engineering Group will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

50. *HIGHWAYS - Design Services

Contract (2011-0083) between MDOT and RS Engineering, LLC, will provide for design services to be performed for the proposed I-96/Latson Road interchange in Livingston County. Work for this project is currently being performed under two authorizations, one for road work and the other for bridge work. This contract will provide for the performance of additional design services for the project and will include both road and bridge work. The work items will include additional right-of-way revisions, drainage design, redesign, maintaining traffic, and traffic signal design. The contract will be in effect from the date of award through December 31, 2012. The contract amount will be \$346,575.18. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: In order to deliver the project on time, MDOT needs the expertise of the design consultant to assist in development of the plan documents. This project is included in MDOT's Five Year Plan.

Purpose/Business Case: To provide for design services to be performed for the proposed I-96/Latson Road interchange in Livingston County.

Benefit: The project will improve drainage, provide a safer and more efficient roadway, and extend the service life of the roadway.

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

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

Risk Assessment: If this contract is not approved and the services are not performed, MDOT may not be able to utilize the most efficient and safe design possible, and the public may not receive the highest quality product. The strategy to improve the existing system and meet statewide condition goals could be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48843.

51. HIGHWAYS - IDS Engineering Services

Contract (2011-0085) between MDOT and Inland Seas Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

52. *HIGHWAYS (Maintenance) – Addition of Unemployment Cost Reimbursement Provision

Amendatory Contract (2009-0513/A1) between MDOT and the Board of County Road Commissioners of the County of Benzie will add a provision for partial reimbursement of unemployment costs associated with the hiring of seasonal workers. The new provision will allow the County to participate in a pilot program in which unemployment costs are based on a predetermined formula. The original contract provides for the performance of state trunkline maintenance in Benzie County. The contract term remains unchanged, October 1, 2009, through September 30, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This amendment will allow the County to be reimbursed for seasonal unemployment costs based on a predetermined formula.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide a means for reimbursement of costs associated with unemployed seasonal workers.

Benefit: The amendment will add a reimbursement provision that is consistent with municipal and county maintenance reimbursement practices.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. 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 SAB Resolution (2005-2).

Risk Assessment: If the amendment is not approved, the reimbursement for costs associated with unemployed seasonal workers will not be consistent with municipal and county reimbursement practices, and the County may pay additional costs.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49849.

53. *HIGHWAYS (Maintenance) – Addition of Unemployment Cost Reimbursement Provision

Amendatory Contract (2009-0528/A1) between MDOT and the Board of County Road Commissioners of the County of Grand Traverse will add a provision for partial reimbursement of unemployment costs associated with the hiring of seasonal workers. The new provision will allow the County to participate in a pilot program in which unemployment costs are based on a predetermined formula. The original contract provides for the performance of state trunkline maintenance in Grand Traverse County. The contract term remains unchanged, October 1, 2009, through September 30, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This amendment will allow the County to be reimbursed for seasonal unemployment costs based on a predetermined formula.

Purpose/Business Case: To provide a means for reimbursement of costs associated with unemployed seasonal workers.

Benefit: The amendment will add a reimbursement provision that is consistent with municipal and county maintenance reimbursement practices.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. 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 SAB Resolution (2005-2).

Risk Assessment: If the amendment is not approved, the reimbursement for costs associated with unemployed seasonal workers will not be consistent with municipal and county reimbursement practices, and the County may pay additional costs.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49849.

54. *HIGHWAYS (Maintenance) – Addition of Unemployment Cost Reimbursement Provision

Amendatory Contract (2009-0545/A1) between MDOT and the Board of County Road Commissioners for the County of Marquette will add a provision for partial reimbursement of unemployment costs associated with the hiring of seasonal workers. The new provision will allow the County to participate in a pilot program in which unemployment costs are based on a predetermined formula. The contract term remains unchanged, October 1, 2009, through September 30, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: This amendment will allow the County to be reimbursed for seasonal unemployment costs based on a predetermined formula.

Purpose/Business Case: To provide a means for reimbursement of costs associated with unemployed seasonal workers.

Benefit: The amendment will add a reimbursement provision that is consistent with municipal and county maintenance reimbursement practices.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. 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 SAB Resolution (2005-2).

Risk Assessment: If the amendment is not approved, the reimbursement for costs associated with unemployed seasonal workers will not be consistent with municipal and county reimbursement practices, and the County may pay additional costs.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49849.

55. *HIGHWAYS (Maintenance) – Addition of Unemployment Cost Reimbursement Provision

Amendatory Contract (2009-0558/A1) between MDOT and the Board of County Road Commissioners of the County of Ontonagon will add a provision for partial reimbursement of unemployment costs associated with the hiring of seasonal workers. The new provision will allow the County to participate in a pilot program in which unemployment costs are based on a predetermined formula. The original contract provides for the performance of state trunkline maintenance in Ontonagon County. The contract term remains unchanged, October 1, 2009, through September 30, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This amendment will allow the County to be reimbursed for seasonal unemployment costs based on a predetermined formula.

Purpose/Business Case: To provide for reimbursement of costs associated with unemployed seasonal workers.

Benefit: The amendment will add a reimbursement provision that is consistent with municipal and county maintenance reimbursement practices.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. 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 SAB Resolution (2005-2).

Risk Assessment: If the amendment is not approved, the reimbursement for costs associated with unemployed seasonal workers will not be consistent with municipal and county reimbursement practices, and the County may pay additional costs.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49849.

56. *MACKINAC BRIDGE AUTHORITY – Increase Services and Amount, Extend Time
 Amendatory Contract (2008-0166/A2) between the Mackinac Bridge Authority and KTA-Tator, Inc., will provide for the performance of additional bridge painting inspection services, will increase the contract amount by \$244,993.15, and will extend the contract term by nine months. The additional inspection services are needed because the construction contract was extended. The original contract provides for the bridge painting inspection services to be performed during the cleaning and coating of existing structural steel on the north side span of the Mackinac Bridge in Mackinac and Emmet Counties (CS 86000 + JN M00215). The revised contract term will be April 9, 2008, through November 1, 2011. The revised contract amount will be \$929,864.03. Source of Funds: 100% Mackinac Bridge Authority Funds.

Criticality: The Mackinac Bridge needs to have lead paint removed and a new coating surface applied. This project is one of several needed to accomplish this. The consultant will ensure that the project is constructed properly and that the contractor follows all applicable specifications and standards. This amendment will provide for the additional inspection services required because of the extension of the construction contract. Damages will be sought due to contractor delays.

Purpose/Business Case: This amendment will provide additional bridge painting inspection services for the cleaning and coating of existing structural steel on the north side span of the Mackinac Bridge.

Benefit: This amendment will provide necessary additional inspection services to ensure compliance with plans and specifications. The project will remove the original lead-based paint and address corrosion before excessive deterioration occurs.

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: If this amendment is not approved, the project may lack adequate inspection and the quality of the work on the bridge could be substandard. State and federal regulations may not be met.

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.

57. MACKINAC BRIDGE AUTHORITY – IDS Engineering Services
 Authorization (Z6) under Contract (2009-0225) between the Mackinac Bridge Authority and Parsons Transportation Group, Inc., of Michigan will provide for inspection services for in-depth inspection and assessment of the entire suspension system and cable related components located from Pier 17 northerly to Pier 22 of the Mackinac Bridge in the Village of Mackinaw City, Emmet County, and the City of St. Ignace, Mackinac County. The work will include inspection and assessment of the interior wire of three full main cable panel lengths and observation of tower and cable bent saddles at specified locations. The authorization will be in effect from the date of award through March 2, 2012. The authorization amount will be \$157,211.11. The contract term is March 2, 2009, through March 2, 2012. Source of Funds: 100% Mackinac Bridge Authority Funds.

Criticality: The main cables of suspension bridges are subject to federal inspection requirements. Per these requirements, 12 sections of the main cable of the Mackinac Bridge will require in-depth inspection and assessment by 2014. This authorization is for the inspection of three of those sections. This inspection is critical to meet federal requirements and to ensure that the Mackinac Bridge can maintain its current load service requirements.

Purpose/Business Case: This authorization is for the in-depth inspection and assessment of the entire suspension system and cable related components of the Mackinac Bridge. The inspection will consist of opening three sections

* Denotes a non-standard contract/amendment

of the main cable and performing an interior wire inspection that will aid in determining the physical and functional condition of the suspension system. In addition, the exterior of the main cable, suspenders and other cable components will be inspected. A detailed written report will be submitted following the inspection.

Benefit: The completion of this inspection will keep the bridge in compliance with federal regulations regarding suspension bridge cable inspections. This inspection will document the condition of the main cable of the Mackinac Bridge and will aid in determining future maintenance and inspection needs.

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: If the services are not provided, federal requirements may not be met and defects in the bridge's suspension system may not be detected. Progressive deterioration and structural failure could occur.

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: 49781.

58. *TRANSPORTATION PLANNING – Renewal/Extension

Amendatory Contract (2005-0040/A2) between MDOT and the Traffic Improvement Association of Oakland County will renew the contract and extend the contract term by one year, will provide for the conduct of additional mature driver workshops, and will increase the contract amount by \$33,750. The original contract, which expired on September 30, 2010, provided for mature driver workshops to be conducted statewide to enhance the safety of the transportation system. The revised contract term will be from January 19, 2005, through September 30, 2011, and from the date of award of this amendment through September 30, 2011. No costs will be incurred between the expiration date of the original contract and the date of award of this amendment. The revised contract amount will be \$311,750. Source of Funds: Federal Highway Administration Funds - \$249,100; State Restricted Trunkline Funds - \$62,350.

Criticality: MDOT is one of seven public and private agencies providing funding for the mature driver workshops. The workshops are provided statewide to enhance the safety of the transportation system. The workshops are designed to assist mature drivers in evaluating their driving skills and improving their driving strategies so that they can drive more safely.

Purpose/Business Case: To provide for the conduct of additional mature driver workshops. The purpose of the workshops is to enhance the safety of the transportation system. People 55 and older make up the fastest growing segment of the population. Between 2000 and 2025, the population of that age group is projected to increase from fewer than 2 million to over 3.5 million. The expected increases in driving by the mature drivers pose serious highway safety issues.

Benefit: The workshops provide a driving skills tune-up for mature drivers. As bodies change with the aging process, drivers need to compensate for these changes. Students are evaluated in areas such as brake reaction time, visual acuity, depth perception, and useful field of vision. The program also includes a rehabilitation component.

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

Commitment Level: MDOT is one of seven agencies providing financial support, and MDOT's costs are fixed.

Risk Assessment: If this amendment is not approved and the workshops are not conducted, MDOT will lose an opportunity to provide education to mature drivers to improve their driving strategies and enhance the safety of the transportation system. The program recognizes the importance of the independence that driving brings to the older driver, the correlation between losing the right to drive and the deterioration of the quality of life of the senior, and the need to have safe drivers on the road.

Cost Reduction: The agency providing the service is a public-private non-profit entity. The cost estimate is based on the actual costs of previous workshops.

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

New Project Identification: This is not a new project.

Zip Code: 48320.

* Denotes a non-standard contract/amendment

59. TRANSPORTATION PLANNING – Update of Congestion Management System
 Authorization Revision (Z20/R1) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the performance of additional services provided in the amended Unified Work Program (UWP) and will increase the authorization amount by \$108,750 in previously obligated FY 2010 funds. The original authorization provides for the update and maintenance of the Congestion Management System for GVMC member agencies using the information collected by metropolitan planning organization (MPO) staff. The plan will allow the local units of government to develop congestion mitigation strategies and priorities for improvements on the federal aid system. The authorization term remains unchanged, December 7, 2010, through September 30, 2011. The revised authorization amount will be \$183,750. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Purpose/Business Case: To increase the authorization amount by \$108,750 in previously obligated funds. The additional funds will allow the MPO to complete activities specified in its approved UWP.

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

Funding Source: Dedicated federal funds that must be passed to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Risk Assessment: If this revision is not approved, the MPO may not have sufficient funding to complete the activities in its approved UWP, and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

60. TRANSPORTATION PLANNING – Update of Pavement Management System Database
 Authorization Revision (Z21/R1) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the performance of additional services provided in the amended Unified Work Plan (UWP) and will increase the authorization amount by \$82,763 in previously obligated FY 2010 funds. The original authorization provides for the update of the pavement management system database for GVMC member agencies. The project will allow the local units of government to develop pavement management strategies to prioritize resurfacing and reconstruction projects. The authorization term remains unchanged, December 7, 2010, through September 30, 2011. The revised authorization amount will be \$262,763. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Purpose/Business Case: To increase the authorization amount by \$82,763 in previously obligated funds. The additional funds will allow the MPO to complete activities specified in its approved UWP.

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

Funding Source: Dedicated federal funds that must be passed to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Risk Assessment: If this revision is not approved, the MPO may not have sufficient funding to complete the activities in its approved UWP, and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

61. TRANSPORTATION PLANNING – Update of GIS Database

Authorization Revision (Z22/R1) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the performance of additional services provided in the amended Unified Work Plan (UWP) and will increase the authorization amount by \$159,425 in previously obligated FY 2010 funds. The original authorization provides for the update of the regional Geographic Information System (GIS) database for the Grand Rapids metropolitan area. The authorization term remains unchanged, December 7, 2010, through September 30, 2011. The revised authorization amount will be \$196,952. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Purpose/Business Case: To increase the authorization amount by \$159,452 in previously obligated funds. The additional funds will allow the MPO to complete activities specified in its approved UWP.

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

Funding Source: Dedicated federal funds that must be passed to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

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

Risk Assessment: If this revision is not approved, the MPO may not have sufficient funding to complete the activities in its approved UWP, and federal funds could be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

* Denotes a non-standard contract/amendment

62. TRANSPORTATION PLANNING – Ozone Action Day Program

Authorization Revision (Z23/R1) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will increase the authorization amount by \$173,709 in previously obligated FY 2010 funds. The original authorization provides for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Grand Rapids metropolitan area. The revised authorization amount will be \$253,709. The authorization term remains unchanged, December 7, 2010, through September 30, 2011. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 100% Federal Highway Administration Funds.

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

Purpose/Business Case: To increase the authorization amount by \$173,709 previously obligated FY 2010 funds. The additional funds will allow GVMC to complete Ozone Action Day Program activities.

Benefit: Will provide funding for Ozone Action Day Program activities. This revision will increase the funds to the amount approved in GVMC's Unified Work Program (UWP) by the Federal Highway Administration.

Funding Source: Dedicated federal funds that must be passed through to the MPOs in accordance with the federal regulations cited above. 100% Federal Highway Administration Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

63. TRANSPORTATION PLANNING – Corridor Study Alternatives Analysis

Authorization (Z24) under Master Agreement (2009-0004) between MDOT and the Grand Valley Metro Council (GVMC) will provide for a review of traffic and crash data and the development of preliminary planning level solutions to identified safety and operational problems for the US-131/I-96 corridor. The authorization will be in effect from the date of award through September 30, 2011. The authorization amount will be \$75,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for a review of traffic and crash data and the development of preliminary planning level solutions to identified safety/operational problems as described and funded in the GVMC FY 2011 Unified Work Program (UWP).

Benefit: Preliminary planning level solutions to identified safety/operational problems will be developed.

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

* Denotes a non-standard contract/amendment

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

Risk Assessment: If this authorization is not approved, preliminary planning level solutions to identified safety/operational problems may not be developed, and federal funds may be lost.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

64. TRANSPORTATION PLANNING - Ozone Action Outreach Program

Authorization Revision (Z11/R1) under Master Agreement (2009-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRDC) will increase the authorization amount by \$52,720 in previous obligated FY 2010 funds. The original authorization provides for the undertaking of activities to raise public awareness of the Ozone Action Day Program and expand program outreach in the Muskegon metropolitan area. The authorization term remains unchanged, December 7, 2010, through September 30, 2011. The revised authorization amount will be \$150,931. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 100% Federal Highway Administration Funds.

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

Purpose/Business Case: To increase the authorization amount by \$52,720. The additional funds will allow the MPO to complete Ozone Action Day Program activities.

Benefit: Will provide funding for Ozone Action Day Program activities. This revision will increase the funds to the amount approved in the MPO's Unified Work Program (UWP) by the Federal Highway Administration.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 100% Federal Highway Administration Funds.

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49443.

65. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Authorization (Z11) under Master Agreement (2009-0015) between MDOT and the Eastern Upper Peninsula Regional Planning & Development Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-123. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$30,250. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

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

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49783.

66. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Authorization (Z11) under Master Agreement (2009-0017) between MDOT and the Northeast Michigan Council of Governments will provide for implementation of the Heritage Route Corridor management plan for US-23. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$36,775. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for US-23.

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49735.

* Denotes a non-standard contract/amendment

67. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Authorization (Z16) under Master Agreement (2009-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the implementation of the Heritage Route Corridor Management Plan for M-22, M-37, and M-119. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$65,400. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for M-22, M-37, and M-119.

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49685.

68. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Authorization (Z15) under Master Agreement (2009-0021) between MDOT and the Southwest Michigan Planning Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-12. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses. The authorization will be in effect from date of award through September 30, 2011. The authorization amount will be \$28,600. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for the implementation of the Heritage Route Corridor Management Plan for US-12.

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

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

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

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

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49022.

* Denotes a non-standard contract/amendment

69. TRANSPORTATION PLANNING – Development of Woodward Avenue Non-Motorized Plan Authorization (Z7) under Contract (2009-0219) between MDOT and the Woodward Avenue Action Association (WA3) will provide for the development of a revised non-motorized plan for Woodward Avenue from Eight Mile Road to Maple Road in Wayne and Oakland Counties. The work will include conducting a traffic study, attending stakeholder meetings, and developing presentation materials. The services will help MDOT to accomplish the objectives set forth in the Woodward Heritage Route Corridor Management Plan. The authorization will be in effect from the date of award through September 30, 2011. The authorization amount will be \$32,700. The contract term is May 22, 2009, through May 21, 2014. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: An approved Woodward Avenue (M-1) non-motorized plan should be in place as soon as possible in anticipation of light rail installations in the corridor.

Purpose/Business Case: To provide for the development of a revised non-motorized plan for Woodward Avenue from Eight Mile Road to Maple Road in Wayne and Oakland Counties. This project will help MDOT to add non-motorized transportation to the rapidly expanding multimodal environment along Woodward Avenue (M-1).

Benefit: The goal of the Heritage Route program is to increase economic development within the designated corridor. Woodward Avenue, as a designated Heritage Route, is a destination that attracts visitors worldwide. The availability of integrated non-motorized transportation will help to attract visitors to southeast Michigan.

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's ability to systematically plan for alternative modes of transportation throughout a vital transportation corridor could be jeopardized.

Cost Reduction: Actual cost reimbursement.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48073.

POST-AWARD REPORTING

CONTRACTS

70. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Terminal Building Contract (2011-0074) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for the construction of a terminal building (phase VII) at the MBS International Airport in Saginaw, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract term is December 17, 2010, through December 16, 2030; the contract will be in effect for 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 December 17, 2011, through December 16, 2014, to complete the project. The estimated project amount will be \$3,397,000. Source of Funds: FAA Funds/American Recovery and Reinvestment Act of 2009 (ARRA) - \$3,397,000.

* Denotes a non-standard contract/amendment

SUBCONTRACTS

| | | | |
|-----|---|---|--|
| 71. | B & B Environmental Services Inc. 490 Quarterline Road Newaygo, MI 49337 | Low Bid: 1st Year: 2nd Year: 3rd Year: Engineer's Estimate: Over/Under: | \$ 270,000 \$ 90,000 \$ 90,000 \$ 90,000 \$ 324,000 - 16.7% |
|-----|---|---|--|

Description of Work: Catch Basin Cleaning

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract to B & B Environmental Services Inc. for catch basin cleaning at various locations on state trunklines in Kent County. The project was advertised, and four bids were received. In order to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to the two lowest bidders, which are comparable in price. For each job, the County will take the lowest bidder based on the hourly rate and type of work to be performed. If the contractor is unable to perform the work, the County must go to the next lowest bidder. Costs are based on a set unit cost per hour that remains fixed throughout the term of the contract. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through December 31, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the catch basins and tiles may become plugged, and drainage could back up on state trunklines. The backup of drainage could lead to road flooding and hazardous road conditions.

Purpose/Business Case: This contract will provide for catch basin vacuum cleaning with sewer jet and video equipment at various locations on state trunklines in Kent County.

Benefit: Will maintain a functional drainage system and prevent sediment buildup in catch basins and blockage of storm water runoff.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, the catch basins and tiles may become plugged, which could result in drainage backups and roadway flooding. The roadways could become hazardous, and costly repairs could be required.

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

Selection: Low bid.

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

Zip Code: 49337.

| | | |
|-----|--|---|
| 72. | Plummers Environmental Services Inc. 10075 Sedroc Industrial Drive Byron Center, MI 49315 | Low Bid: \$ 270,000 1st Year: \$ 90,000 2nd Year: \$ 90,000 3rd Year: \$ 90,000 Engineer's Estimate: \$ 324,000 Over/Under: - 16.7% |
|-----|--|---|

Description of Work: Catch Basin Cleaning

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract to Plummers Environmental Services Inc. for catch basin cleaning at various locations on state trunklines in Kent County. The project was advertised, and four bids were received. In order to meet maintenance needs at different times of the year, it is recommended that subcontracts be awarded to the two lowest bidders, which are comparable in price. For each job, the County will take the lowest bidder based on the hourly rate and type of work to be performed. If the contractor is unable to perform the work, the County must go to the next lowest bidder. Costs are based on a set unit cost per hour that remains fixed throughout the term of the contract. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through December 31, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the catch basins and tiles may become plugged, and drainage could back up on state trunklines. The backup of drainage could lead to road flooding and hazardous road conditions.

Purpose/Business Case: This contract will provide for catch basin vacuum cleaning with sewer jet and video equipment at various locations on state trunklines in Kent County.

Benefit: Will maintain a functional drainage system and prevent sediment buildup in catch basins and blockage of storm water runoff.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the services are not performed, the catch basins and tiles may become plugged, which could result in drainage backups and roadway flooding. The roadways could become hazardous, and costly repairs could be required.

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

Selection: Low bid.

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

Zip Code: 49315.

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|-----|---|--|
| 73. | DeYoung Concrete Inc. 9330 Belding Road Rockford, MI 49311 | Low Bid: \$ 300,000 1st Year: \$ 100,000 2nd Year: \$ 100,000 3rd Year: \$ 100,000 Engineer's Estimate: \$ 508,779 Over/Under: - 41% |
|-----|---|--|

WITHDRAWN

Description of Work: Concrete Construction

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for concrete construction, including curbs, gutters, sidewalks, and driveways, at various locations in Kent County. The project was advertised, and one bid was received and accepted. Costs are based on a set unit cost per square foot and will remain fixed throughout the term of the contract. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through December 31, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for concrete construction, including curb, gutters, sidewalk, and driveways, at various locations in Kent County.

Benefit: Will provide for safer roadways.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 49311.

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|-----|---|--|--|
| 74. | Uretek USA, Inc. 3412 S. Lakeshore Drive St. Joseph, MI 49085 | Low Bid: Engineer's Estimate: Over/Under: | \$ 38,500 \$ 55,000 - 30% |
|-----|---|--|--|

Description of Work: Culvert and Soil Stabilization

Approval is requested to authorize the Oceana County Road Commission to award a subcontract for culvert and soil stabilization on M-20 in Oceana County. The project was advertised, and one bid was received and accepted. The County found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the soil around the culvert will continue to erode and settle, creating voids above and below the culvert and compromising the integrity of the road.

Purpose/Business Case: To provide for culvert and soil stabilization to fill the voids both above and below the culvert on M-20 in Oceana County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 49085.

PRE-APPROVAL

BID LETTING

STATE PROJECT

75. LETTING OF FEBRUARY 04, 2011 ENGINEER ESTIMATE
 PROPOSAL 1102001 \$ 91,475,490.86
 PROJECT NH 77111-86951, ETC
 LOCAL AGRMT.
 START DATE - 5 days after award
 COMPLETION DATE - SEPTEMBER 15, 2014

2.13 mi of freeway reconstruction, interchange reconstruction at two interchanges, ramp connections at the maintenance garage and proposed future Welcome Center, storm sewer and culvert replacement, permanent signing, MITS installation, wetland mitigation and site grading for a relocated Welcome Center, and replacement of three structures on I-94/I-69 from the I-94/I-69 overpass at Lapeer Road to east of the I-94/I-69 bridge over the Black River, on I-94/I-69 at the Lapeer Connector, and on I-94/I-69 at Water Street in the city of Port Huron, St. Clair County. This project includes two 5 year materials and workmanship pavement warranties.

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

10.00 % DBE participation required

BID LETTING

STATE PROJECTS

76. LETTING OF JUNE 04, 2010 ENG. EST. LOW BID
 PROPOSAL 1006271 \$ 17,876,813.75 \$ 16,465,475.00
 PROJECT M 86000-M00221
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 30, 2012 -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 34 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.

| | | | |
|-----|----------------------------------|---------------|-------------------|
| 77. | LETTING OF DECEMBER 17, 2010 | ENG. EST. | LOW BID |
| | PROPOSAL 1012260 | \$ 393,988.63 | \$ 446,606.95 |
| | PROJECT EBSL 17042-110424 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - APRIL 15, 2011 | | 13.36 % |

4.52 mi of microsurfacing with overband crack filling, permanent pavement markings, and centerline corrugations on M-48 from south of Mackinac Trail northerly to First Street Station then easterly to east of I-75, Chippewa 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 | |
|-----------------------------------|---------------|------------|------|
| Pavement Maintenance Systems, LLC | \$ 446,606.95 | Same | 1 ** |
| Strawser Construction Inc. | \$ 459,788.95 | 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:

| | | |
|--------------------------------------|--|---------|
| 110424A | | |
| 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: 49780.

| | | | |
|-----|----------------------------------|--------------|-------------------|
| 78. | LETTING OF DECEMBER 17, 2010 | ENG. EST. | LOW BID |
| | PROPOSAL 1012602 | \$ 61,425.45 | \$ 48,204.15 |
| | PROJECT ST 59045-109047 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - JULY .06, 2011 | | |
| | COMPLETION DATE - 8 working days | | -21.52 % |

2.00 mi of concrete joint sealing on M-46 east of Second Street to west of Second Street in the village of Edmore, Montcalm County.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|-------------------------------------|--------------|------------|------|
| Michigan Joint Sealing, Inc. | \$ 48,204.15 | Same | 1 ** |
| Interstate Sealant & Concrete, Inc. | \$ 51,280.85 | Same | 2 |
| Scodeller Construction, Inc. | \$ 57,918.60 | Same | 3 |
| Carlo Construction, Inc. | \$ 64,587.44 | Same | 4 |
| Fahrner Asphalt Sealers, L.L.C. | \$ 70,128.45 | Same | 5 |
| Causie Contracting, Inc. | \$ 80,102.25 | Same | 6 |
| American Pavement Solutions, Inc. | \$ 94,377.65 | Same | 7 |

7 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing

roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: 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:

| | |
|--------------------------------------|---------|
| 109047A | |
| 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: 48829.

| | | | |
|-----|-----------------------------------|---------------|-------------------|
| 79. | LETTING OF DECEMBER 17, 2010 | ENG. EST. | LOW BID |
| | PROPOSAL 1012603 | \$ 303,954.00 | \$ 263,034.84 |
| | PROJECT ST 10012-110016 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - JUNE 06, 2011 | | |
| | COMPLETION DATE - 12 working days | | -13.46 % |

6.55 mi of hot mix asphalt overlay, roadbed overband crack filling and single chip sealing on M-22 from Deadstream Road northerly and easterly to Manning Road, Benzie 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. | \$ 263,034.84 | Same | 1 ** |
| Scott Transportation, Inc. | \$ 271,927.00 | Same | 2 |
| Highway Maintenance and Construct | \$ 295,177.00 | 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:

| | | |
|--------------------------------------|--|---------|
| 110016A | | |
| 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: 49640.

| | | | |
|-----|-----------------------------------|---------------|-------------------|
| 80. | LETTING OF DECEMBER 17, 2010 | ENG. EST. | LOW BID |
| | PROPOSAL 1012604 | \$ 274,652.43 | \$ 222,355.63 |
| | PROJECT NH 69022-110608 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - JULY 05, 2011 | | |
| | COMPLETION DATE - AUGUST 26, 2011 | | -19.04 % |

27.69 mi of concrete joint sealing and hot mix asphalt overband crack filling at various locations on M-18, M-72, M-32, M-27, I-75, and M-55 in the city of Cheboygan, the villages of Prudenville, Johannesburg, and Vienna Corners, Cheboygan, Crawford, Ogemaw, Otsego, and Roscommon Counties.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|-------------------------------------|---------------|------------|------|
| Scodeller Construction, Inc. | \$ 222,355.63 | Same | 1 ** |
| Interstate Sealant & Concrete, Inc. | \$ 225,279.63 | Same | 2 |
| Fahrner Asphalt Sealers, L.L.C. | \$ 252,517.46 | Same | 3 |
| Michigan Joint Sealing, Inc. | \$ 254,324.83 | Same | 4 |
| Causie Contracting, Inc. | \$ 331,318.33 | Same | 5 |
| Carlo Construction, Inc. | | | |

5 Bidders

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

access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. 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:

110608A

| | |
|--------------------------------------|---------|
| 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: 49735.

| | | | |
|-----|---------------------------------|---------------|-------------------|
| 81. | LETTING OF DECEMBER 17, 2010 | ENG. EST. | LOW BID |
| | PROPOSAL 1012605 | \$ 273,394.91 | \$ 260,161.25 |
| | PROJECT ST 16032-110545 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - MAY 31, 2011 | | |
| | COMPLETION DATE - JULY 01, 2011 | | -4.84 % |

1.36 mi of hot mix asphalt cold milling and resurfacing on M-27 from south of M-33 to north of Tannery Road, Cheboygan County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|------------------------------------|---------------|------------|------|
| Rieth-Riley Construction Co., Inc. | \$ 260,161.25 | Same | 1 ** |
| Payne & Dolan Inc. | \$ 282,870.25 | Same | 2 |
| Bolen Asphalt Paving, Inc. | \$ 293,922.75 | 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:

110545A

| | |
|--------------------------------------|---------|
| 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: 49721.

DESIGN/BUILD PROJECT

| | | | |
|-----|----------------------------------|-----------------|-------------------|
| 82. | LETTING OF NOVEMBER 22, 2010 | ENG. EST. | LOW BID |
| | PROPOSAL 1011701 | \$ 3,003,688.00 | \$ 3,065,515.00 |
| | PROJECT NH 33403-53394, ETC | | |
| | LOCAL AGRMT. 10-5729 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - JULY 31, 2012 | | 2.06 % |

Deploy ITS devices (DMS, ESS, traffic detectors and communications) for traffic management on I-96 from Williamston to Lansing and on US-127 from I-96 to I-496, and ITS work at various traffic signals throughout the city of Lansing, Ingham county.

A mandatory pre-bid meeting will be held on at 1:00 p.m. on Tuesday, October 12, 2010, at the Horatio Earle Learning Center located at 7575 Crowner Dr., Dimondale, MI 48821.

All prospective bidders must attend in order to be considered eligible to bid.

This is a Design-Build project. Only contractors shortlisted during the request for qualification process are eligible to bid on this contract. This selection process is a maximum cost/variable scope best value selection.

0.00 % DBE participation required

| BIDDER | PROPOSAL PRICE SCORE | WORK TASK SCORE | TECHNICAL SCORE | CONTRACTOR BID | BEST VALUE SCORE |
|-------------------------------|----------------------|-----------------|-----------------|-----------------|------------------|
| J. Ranck Electric, Inc. | 100 | 180 | 220 | \$ 3,074,737.68 | 500 1** |
| Rauhorn Electric, Inc. | 100 | 190 | 190 | \$ 3,065,515.00 | 480 2 |
| Motor City Electric Utilities | 100 | 185 | 190 | \$ 3,075,000.00 | 475 3 |
| RMD Holdings, Ltd. | 100 | 145 | 145 | \$ 3,075,000.00 | 390 4 |

4 Bidders

NOTE: The price proposal score is calculated as follows:
 [Low Bid/Bid] X 100=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: Replacement of Michigan Intelligent Transportation System (MITS) towers at I-696 and I-75 (Hub 2) and at I-696 and I-94 (Node 5). The towers are in need of replacement due to field inspections and loading evaluations.

Benefit: The replacement of the MITS towers ensures the structural integrity of the towers and the continued ability of the MITS center to provide the public with timely traffic information which allows for better driver decisions and therefore improved traffic flow.

Funding Source:

110762A

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

53394A

| | |
|--------------------------------------|---------|
| Federal Highway Administration Funds | 80.00 % |
| City of Lansing | 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 structural failure of these towers could create an unsafe situation for the motoring public, maintenance crews and contractors in the vicinity. The operations of the MITS center could be affected. If the construction of this project is not completed, federal funds must be returned because earlier phases of this project utilized federal funds.

Cost Reduction: With the construction of this project, initial maintenance costs for these towers will be greatly reduced. Our customers will benefit by the reduced user delay costs and related safety improvement.
 New Project Identification: Reconstruction.
 Selection: Best value score.
 Zip Code: 48917 region-wide.

POST-AWARD REPORTING

STATE PROJECT

| | | | |
|-----|-------------------------------------|------------------|----------------------|
| 83. | LETTING OF NOVEMBER 10, 2010 | ENG. EST. | BEST VALUE SELECTION |
| | PROPOSAL 1011601 | \$ 77,858,465.66 | \$ 71,334,854.93 |
| | PROJECT NH 82193-76902, ETC | | |
| | LOCAL AGRMT. 10-5585, 10-5586 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | - 8.38 % |
| | COMPLETION DATE - NOVEMBER 15, 2013 | | |

10.25 mi of freeway reconstruction, screen wall replacement, freeway lighting upgrades, MITS upgrades, storm and sanitary sewer replacement, and rehabilitation of 24 structures on M-39 (Southfield Freeway) from south of McNichols Road to McClung Street in the cities of Detroit, Southfield, Dearborn, Dearborn Heights, and Allen Park, Wayne and Oakland Counties. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

This is a Best Value Selection project. Technical proposals are required. Refer to special provision 03DS104(A000) in the proposal for bidding instructions.

Portions of this project are funded by ARRA.

10.00 % DBE participation required

| BIDDER | TECHNICAL PROPOSAL SCORE | CONTRACTOR BID | COMPOSITE SCORE | AS-CHECKED |
|---------------------------|--------------------------|------------------|-----------------|------------|
| Dan's Excavating, Inc. | 341 | \$ 71,334,854.93 | 209193 | Same 1 ** |
| Walter Toebe Construction | 264 | \$ 79,323,801.75 | 300469 | Same 2 |
| C. A. Hull Co., Inc. | | | | |
| E. C. Korneffel Co. | | | | |

2 Bidders

NOTE: The Best Value selection is calculated as follows:
 bid price/technical proposal score

LOCAL PROJECTS

84. LETTING OF NOVEMBER 05, 2010
 PROPOSAL 1011012 \$ ENG. EST. 532,794.00 \$ LOW BID 367,550.28
 PROJECT ARL 47555-110745
 LOCAL AGRMT. 10-5668 % OVER/UNDER EST.
 START DATE - MAY 10, 2011
 COMPLETION DATE - 45 calendar days -31.01 %

1.00 mi of hot mix asphalt cold milling, crushing, shaping, and resurfacing, machine grading, and aggregate shoulders on Old US-23 from Center Road northerly to Hogan Road, Livingston County.

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

4.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|--------------------------------|---------------|------------|------|
| Cadillac Asphalt, L.L.C. | \$ 367,550.28 | Same | 1 ** |
| Ace Asphalt & Paving Company | \$ 392,588.33 | Same | 2 |
| Florence Cement Company | \$ 393,500.74 | Same | 3 |
| Barrett Paving Materials Inc. | \$ 420,563.44 | Same | 4 |
| Ajax Paving Industries, Inc. | \$ 469,594.21 | Same | 5 |
| F. Allied Construction Company | | | |

5 Bidders

85. LETTING OF NOVEMBER 05, 2010
 PROPOSAL 1011018 \$ ENG. EST. 399,991.00 \$ LOW BID 269,379.35
 PROJECT ARUL 70414-111262
 LOCAL AGRMT. 10-5697 % OVER/UNDER EST.
 START DATE - MAY 02, 2011
 COMPLETION DATE - JUNE 10, 2011 -32.65 %

1.00 mi of hot mix asphalt resurfacing including curb and gutter, aggregate shoulders, concrete sidewalk ramps, and pavement markings on 120th Avenue from Riley Street to Quincey Street, Ottawa County.

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

3.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|------------------------------------|---------------|------------|------|
| Rieth-Riley Construction Co., Inc. | \$ 269,379.35 | Same | 1 ** |
| Michigan Paving and Materials Comp | \$ 281,651.81 | Same | 2 |
| Superior Asphalt, Inc. | \$ 309,550.54 | Same | 3 |
| Kamminga & Roodvoets, Inc. | | | |

3 Bidders

EXTRAS

87. **Extra 2011-01**

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): | 156,716.21 | + 5.34% |
| Total of Extras/Adjustments (Approved to Date): | 221,292.19 | + 7.54% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | - 0.00% |
| THIS REQUEST | <u>11,995.20</u> | <u>+ 0.41%</u> |
| Revised Total | <u>\$3,326,175.37</u> | + 13.29% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.88% over the original budget for an **Authorized to Date Amount** of \$3,314,180.17.

Approval of this extra will place the authorized status of the contract 13.29% or \$390,003.60 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 |
| 2010-164 | 13 | \$15,322.00 | 12/21/10 |

Contract Modification Number(s): 14

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

| | | |
|-------------------------------------|----------------------------|---------------------------|
| CM 14 | | |
| Additional Concrete Surface Coating | 11,995.20 Dlr @ \$1.00/Dlr | <u>\$11,995.20</u> |
| Total | | <u>\$11,995.20</u> |

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

CM 14

The concrete barrier on the bridge was set up to have decorative color concrete surface sealer. The original plans did not include concrete surface sealer to be placed on the concrete barrier off the bridge and along the sidewalk/non-motorized pathway. A request for this extra work was made to keep the concrete barrier's appearance consistent with the new barrier wall work. This work is consistent in applying our context sensitive solutions on the project for the pathway users. The extra cost for Additional Concrete Surface Coating was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in the contract. 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.

These Extras were recommended for approval by the State Administrative Board on January 18, 2011.

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.

88. **Extra 2011 - 02**

Control Section/Job Number: 39405-103869 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Michigan Paving and Materials Company
2575 S. Haggerty Road, Suite 100
Canton, MI 48188-2674

Designed By: City of Kalamazoo

Engineer's Estimate: \$ 1,327,676.00

Description of Project:

3.16 mi of hot mix asphalt cold milling, resurfacing, concrete sidewalk, ramps, curb, and gutter on Reed Street from Burdick Street easterly to Portage Street, on Cork Street from Westnedge Avenue easterly to Lovers Lane, on Lovers Lane from north of Kilgore Road northerly to south of Cork Street, and on Burdick Street from Cork Street northerly to Crescent Drive in the city of Kalamazoo, Kalamazoo County.

| | | |
|---|------------------------------|-----------------|
| Administrative Board Approval Date: | August 04, 2009 | |
| Contract Date: | September 10, 2009 | |
| Original Contract Amount: | \$1,263,897.55 | |
| Total of Overruns/Changes (Approved to Date): | 43,795.54 | + 3.47% |
| Total of Extras/Adjustments (Approved to Date): | 7,074.70 | + 0.56% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | - 0.00% |
| THIS REQUEST | <u>88,373.41</u> | + 6.99% |
| Revised Total | <u>\$1,403,141.20</u> | + 11.02% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.03% over the original budget for an **Authorized to Date Amount** of \$1,314,767.79.

Approval of this extra will place the authorized status of the contract 11.02% or \$139,243.65 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

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

| | | |
|-------------------------------|----------------------------|---------------------------|
| CM 3 | | |
| Aggregate Base, Salvage | 770.00 Ton @ \$11.59/Ton | \$8,924.30 |
| Subbase, LM | 1,360.50 Ton @ \$16.24/Ton | 22,094.52 |
| Temp Subbase, Rem | 1,200.00 Ton @ \$7.06/Ton | 8,472.00 |
| Aggregate Base, Temporary | 911.00 Ton @ \$19.19/Ton | 17,482.09 |
| Cold Milling HMA Surface Temp | 1,027.00 Ton @ \$5.50/Ton | 5,648.50 |
| HMA, 11A Temp | 258.00 Ton @ \$44.00/Ton | 11,352.00 |
| Pavt, Rem Concrete | 1,800.00 Syd @ \$8.00/Syd | 14,400.00 |
| Total | | <u>\$88,373.41</u> |

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

CM 3

Aggregate Base, Salvage

Subbase, LM

Temp Subbase, Rem

Aggregate Base, Temporary

Cold Milling HMA Surface Temp

HMA, 11A Temp-

The contractor was not able to complete placement of the water main before the start of the Little League Softball World Series on Thursday, August 5, 2010 due to the added time to complete the concrete pavement removal. With the large amount of traffic on Lovers Lane for this event, it was determined that work should be suspended and a temporary lane be constructed where the pavement had been removed on the east side of the roadway. The extra work required to complete this would encompass placing and compacting a sand subbase and gravel base and paving a temporary roadway surface before the event. Then remove the HMA surface and salvage the aggregate base, and sand subbase once the event was complete. The contractor has supplied the cost for the time and material to place the temporary HMA surface, and the project engineer approved the cost. The extra cost for the above temporary road items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. These items of work are non-participating and 100 percent local funded by the City of Kalamazoo.

After further review of the existing locations of the utilities on Lovers Lane, it was determined the proposed water main would need to be relocated. The best location for the proposed water main was determined to be approximately three feet to the west of the existing water main. Due to this change, an existing concrete base under the roadway would need to be removed. The contractor supplied the cost for the time and material to remove the concrete pavement, and the project engineer approved the cost. The extra cost for Pavt, Rem Concrete was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. These items of work are non-participating and 100 percent local funded by the City of Kalamazoo.

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 January 18, 2011.

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: American Recovery and Reinvestment Act funds, 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: 49001.

OVERRUN

89. **Overrun 2011 - 01**

Control Section/Job Number: 84914-106842 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Scodeller Construction, Inc.
51722 Grand River Ave
Wixom, MI 48393-2303

Designed By: MDOT
Engineer's Estimate: \$ 394,612.88

Description of Project:

73.20 mi of hot mix asphalt crack treatment at various locations, Bay, Clare, Gladwin, Gratiot, Isabella, Midland, and Saginaw Counties. This project includes a 2 year pavement performance warranty.

| | | |
|---|----------------------------|------------------------|
| Administrative Board Approval Date: | December 15, 2009 | |
| Contract Date: | January 20, 2010 | |
| Original Contract Amount: | \$393,302.50 | |
| Total of Overruns/Changes (Approved to Date): | 39,330.25 | + 10.00% |
| Total of Extras/Adjustments (Approved to Date): | 0.00 | + 0.00% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | - 0.00% |
| THIS REQUEST | <u>48,969.25</u> | + <u>12.45%</u> |
| Revised Total | <u>\$481,602.00</u> | + 22.45% |

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$432,632.75.

Approval of this overrun will place the authorized status of the contract 22.45% or \$88,299.50 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:

| | | |
|---------------------------------------|----------------------------------|---------------------------|
| HMA Crack Treatment Roadbed, Warranty | 10.149067 Rbmi @ \$4,825.00/Rbmi | <u>\$48,969.25</u> |
| Total | | <u>\$48,969.25</u> |

Reason(s) for Overrun(s):

The project design team identified several locations throughout the Bay Region that would benefit from this capital preventative maintenance fix. The work consisted of crack sealing the roadbed to extend the remaining service life of the pavement. This is achieved by sealing the cracks, so the water is unable to seep into the underlying pavement structure, and it allows the water to flow to the edge of the roadway. When the calculation for the total roadbed miles was tabulated for the various locations in the plans, an inadvertent error identified a shortfall in the contract quantity necessary to construct the work.

This Overrun was recommended for approval by the State Administrative Board on January 18, 2011.

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.

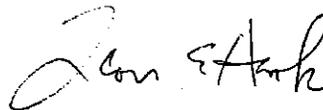
New Project Identification: This is an existing project already under contract.

Zip Code: 48858.

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

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:

112283A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

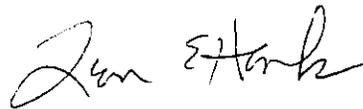
Selection: Low bid.

Zip Code: 48625.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,



Kirk T. Steudle
Director

POST AWARD AMERICAN RECOVERY and REINVESTMENT ACT REPORT
OCTOBER 2010

| CONTRACT | DESCRIPTION | VENDOR/CONSULTANT | ENGINEER'S ESTIMATE | AWARDED AMOUNT | DIFFERENCE | |
|--------------------------|----------------------------|-------------------|------------------------|-------------------|------------|-------|
| January 18, 2011 No. 124 | CONSTRUCTION | | | | | |
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| | CONSTRUCTION TOTALS | | | \$0.00 | \$0.00 | 0.00% |

POST AWARD AMERICAN RECOVERY and REINVESTMENT ACT REPORT
NOVEMBER 2010

| CONTRACT | DESCRIPTION | VENDOR/CONSULTANT | ENGINEER'S ESTIMATE | AWARDED AMOUNT | DIFFERENCE |
|-------------------------------------|---|------------------------------|-----------------------|-----------------------|---------------|
| January 18, 2011 No. 125 1008077 | CONSTRUCTION 0.29 mi of pavement removal, cold milling, curb and gutter, storm sewer, hot mix asphalt paving, concrete sidewalks, concrete building vault reconstruction, street lighting, pavement markings, and streetscape amenities on Michigan Avenue from Cass Avenue easterly to Woodward Avenue in the city of Detroit, Wayne County. | Ajax Paving Industries, Inc. | \$1,463,460.50 | \$1,744,841.61 | 19.23% |
| | CONSTRUCTION TOTALS | | \$1,463,460.50 | \$1,744,841.61 | 19.23% |

POST AWARD AMERICAN RECOVERY and REINVESTMENT ACT REPORT
DECEMBER 2010

| CONTRACT | DESCRIPTION | VENDOR/CONSULTANT | ENGINEER'S ESTIMATE | AWARDED AMOUNT | DIFFERENCE |
|----------|---|------------------------------|-----------------------|---------------------|----------------|
| 1010006 | <p style="text-align: center;">CONSTRUCTION</p> 0.86 mi of earth excavation, aggregate base, hot mix asphalt cold milling and surfacing, drainage improvements, and safety upgrades on Gratiot Avenue from Airport Road to I-94BL, St. Clair County. | Ace Asphalt & Paving Company | \$1,108,050.50 | \$891,518.24 | -19.54% |
| | CONSTRUCTION TOTALS | | \$1,108,050.50 | \$891,518.24 | -19.54% |

January 18, 2011 No. 126

POST AWARD AMERICAN RECOVERY and REINVESTMENT ACT REPORT
GRAND TOTAL SUMMARY

January 18, 2011 No. 127

| | | ENGINEER'S ESTIMATE | AWARDED AMOUNT | DIFFERENCE |
|----------------------------|----------------------------------|-------------------------|-------------------------|----------------|
| CONSTRUCTION TOTALS | | | | |
| | JUNE 2009 | \$0.00 | \$0.00 | 0.00% |
| | JULY 2009 | \$114,597,691.67 | \$104,042,048.67 | -9.21% |
| | AUGUST 2009 | \$145,041,559.64 | \$128,653,132.66 | -11.30% |
| | SEPTEMBER 2009 | \$81,742,229.32 | \$71,015,215.53 | -13.12% |
| | OCTOBER 2009 | \$88,729,654.37 | \$85,137,702.38 | -4.05% |
| | NOVEMBER 2009 | \$40,276,765.14 | \$34,790,040.76 | -13.62% |
| | DECEMBER 2009 | \$40,185,401.49 | \$35,777,509.58 | -10.97% |
| | JANUARY 2010 | \$0.00 | \$0.00 | 0.00% |
| | FEBRUARY 2010 | \$113,767,490.79 | \$101,626,903.09 | -10.67% |
| | MARCH 2010 | \$83,193,814.76 | \$72,380,293.75 | -13.00% |
| | APRIL 2010 | \$52,235,109.28 | \$46,801,134.77 | -13.00% |
| | MAY 2010 | \$54,303,641.88 | \$48,213,816.38 | -11.21% |
| | JUNE 2010 | \$31,814,483.80 | \$28,473,654.13 | -10.50% |
| | JULY 2010 | \$43,282,293.53 | \$37,271,571.71 | -13.89% |
| | AUGUST 2010 | \$4,354,862.10 | \$3,783,368.50 | -13.12% |
| | SEPTEMBER 2010 | \$574,547.81 | \$439,333.50 | -23.53% |
| | OCTOBER 2010 | \$0.00 | \$0.00 | 0.00% |
| | NOVEMBER 2010 | \$1,463,460.50 | \$1,744,841.61 | 19.23% |
| | DECEMBER 2010 | \$1,108,050.50 | \$891,518.24 | -19.54% |
| | CONSTRUCTION GRAND TOTALS | \$896,671,056.58 | \$801,042,085.26 | -10.66% |

CONSULTANT TOTALS

| | | | | |
|--|----------------|-----------------|-----------------|---------|
| | JUNE 2009 | \$11,400,000.00 | \$10,071,556.51 | -11.65% |
| | JULY 2009 | \$0.00 | \$0.00 | 0.00% |
| | AUGUST 2009 | \$9,684,061.47 | \$9,230,931.66 | -4.68% |
| | SEPTEMBER 2009 | \$3,076,028.94 | \$3,093,055.35 | 0.55% |
| | OCTOBER 2009 | \$3,000,000.00 | \$2,979,926.17 | -0.67% |
| | NOVEMBER 2009 | \$0.00 | \$0.00 | 0.00% |
| | DECEMBER 2009 | \$145,000.00 | \$142,724.88 | -1.57% |
| | JANUARY 2010 | \$1,450,000.00 | \$1,380,298.08 | -4.81% |
| | FEBRUARY 2010 | \$60,000.00 | \$60,000.00 | 0.00% |
| | MARCH 2010 | \$0.00 | \$0.00 | 0.00% |
| | APRIL 2010 | \$0.00 | \$0.00 | 0.00% |
| | MAY 2010 | \$0.00 | \$0.00 | 0.00% |
| | JUNE 2010 | \$0.00 | \$0.00 | 0.00% |

POST AWARD AMERICAN RECOVERY and REINVESTMENT ACT REPORT
GRAND TOTAL SUMMARY

| | | | | |
|--------------------------------|--|------------------------|------------------------|---------------|
| JULY 2010 | | \$0.00 | \$0.00 | 0.00% |
| AUGUST 2010 | | \$0.00 | \$0.00 | 0.00% |
| SEPTEMBER 2010 | | \$0.00 | \$0.00 | 0.00% |
| OCTOBER 2010 | | \$0.00 | \$0.00 | 0.00% |
| NOVEMBER 2010 | | \$0.00 | \$0.00 | 0.00% |
| DECEMBER 2010 | | \$0.00 | \$0.00 | 0.00% |
| CONSULTANT GRAND TOTALS | | \$28,815,090.41 | \$26,958,492.65 | -6.44% |

OTHER TOTALS

| | | | | |
|---------------------------|-----------------|------------------------|------------------------|--------------|
| JUNE 2009 | | \$0.00 | \$0.00 | 0.00% |
| JULY 2009 | \$13,742,000.00 | \$13,742,000.00 | \$13,742,000.00 | 0.00% |
| AUGUST 2009 | | \$0.00 | \$0.00 | 0.00% |
| SEPTEMBER 2009 | | \$0.00 | \$0.00 | 0.00% |
| OCTOBER 2009 | \$724,000.00 | \$724,000.00 | \$724,000.00 | 0.00% |
| NOVEMBER 2009 | | \$0.00 | \$0.00 | 0.00% |
| DECEMBER 2009 | | \$0.00 | \$0.00 | 0.00% |
| JANUARY 2010 | | \$0.00 | \$0.00 | 0.00% |
| FEBRUARY 2010 | | \$0.00 | \$0.00 | 0.00% |
| MARCH 2010 | | \$0.00 | \$0.00 | 0.00% |
| APRIL 2010 | | \$0.00 | \$0.00 | 0.00% |
| MAY 2010 | | \$0.00 | \$0.00 | 0.00% |
| JUNE 2010 | | \$0.00 | \$0.00 | 0.00% |
| JULY 2010 | | \$0.00 | \$0.00 | 0.00% |
| AUGUST 2010 | | \$0.00 | \$0.00 | 0.00% |
| SEPTEMBER 2010 | | \$0.00 | \$0.00 | 0.00% |
| OCTOBER 2010 | | \$0.00 | \$0.00 | 0.00% |
| NOVEMBER 2010 | | \$0.00 | \$0.00 | 0.00% |
| DECEMBER 2010 | | \$0.00 | \$0.00 | 0.00% |
| OTHER GRAND TOTALS | | \$14,466,000.00 | \$14,466,000.00 | 0.00% |

GRAND TOTALS **\$939,952,146.99** **\$842,466,577.91** **-10.37%**

Mr. Senyko presented the Transportation and Natural Resources Committee Report for the regular meeting of January 12, 2011. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Senyko moved that the Report covering the regular meeting of January 12, 2011, be approved and adopted with Items 35, 38, 39, 40, 41, 56, and 58 of the regular MDOT agenda withdrawn at the State Administrative Board on January 18, 2011. The motion was supported by Mr. Forstner and unanimously approved.

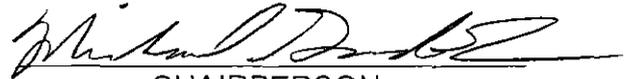
8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Hank moved to adjourn the meeting. The motion was supported by Mr. Senyko and unanimously approved. Mr. Gadola adjourned the meeting.


SECRETARY


CHAIRPERSON