

APPROVED

April 5, 2011

Michigan State
Administrative Board

Lansing, Michigan

March 15, 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, March 15, 2011, at 11:00 a.m.

Present: David Murley, Deputy 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
Janet Laverty, Director, Office of Financial Management, representing Michael P. Flanagan, Superintendent of Public Instruction
Laura Mester, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Matt Fletcher, Department of Environmental Quality; Pat Mullen, Janet Rouse, Department of Technology, Management and Budget; Jason Clark, Jean Ingersoll, Department of Transportation; Tom Saxton, Department of Treasury; David Massaron, Miller, Canfield

1. CALL TO ORDER:

Mr. Murley 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 March 1, 2011, be approved and adopted. The motion was supported by Mr. Senyko 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:

DEPARTMENT OF STATE POLICE, Management Services Division, 3/15/2011

Ms. MacDowell moved that the Retention and Disposal Schedule be approved and adopted. The motion was supported by Ms. Isaacs and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

March 15, 2011

March 15, 2011 No. 3

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 March 8, 2011. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved



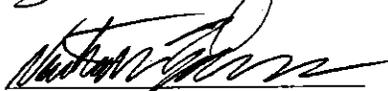
Member: David Murley, representing
Governor Snyder

Approved



Member: Nat Forstner, representing
Lt. Governor Calley

Approved



Others: Iris Lopez, Department of Attorney General; Rhonda Oyer Zimmerman,
Department of Natural Resources and Environment; Sherry Bond, Pat
Mullen, Janet Rouse, Department of Technology, Management and
Budget; Tony DesChenes, Michigan Legislative Consultants

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 Agenda be recommended to the State Administrative
Board for approval. Supported by Mr. Forstner, the motion was
unanimously adopted.

Ms. MacDowell adjourned the meeting.

AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

March 8, 2011 / March 15, 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.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT,
ROSCOMMON – South Higgins Lake State Park – Sanitary Sewer and Dump
Station Improvements
File No. 751/10372.JNS - Index Nos. 54100 and 99072
Low Responsive Bidder: Porath Contractors, Inc., Houghton Lake; \$391,961.43

Purpose/Business Case

The purpose of this contract is to make improvements, including replacement of sanitary sewer piping, estimated to be 50 to 60 years old, and replacement of the park sewage dump station, which lacks adequate capacity to handle camper needs during peak use hours.

Benefit

The State will benefit by adding full hookup sites for approximately 10 percent of the camp sites and reduce maintenance costs due to frequent sewer line blockages and breakdowns of the temporary lift station pump.

Funding Source

67% Waterways Funds
33% Land and Water Conservation Funds

Commitment

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

Risk Assessment

Failure to approve this contract will result in continued high maintenance costs, associated with sewer line blockages and sewage lift station pump breakdowns, frequent closures of campground toilet and shower buildings, as sewer line blockages are cleared and pumps are repaired, and continued long delays at the park's sewage dump station, due to a lack of dump station capacity at peak use hours.

Zip Code

48653

2. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, SAGINAW
– Former National Plate Glass Sites – Dewatering System O&M
File No. 761/10396.SAR - Index No. 44601
Low Responsive Bidder: Conestoga-Rovers & Associates, Inc., Kalamazoo;
\$288,734.00

Purpose/Business Case

The purpose of this contract is to provide twelve months of operation and maintenance (O&M) of the dewatering and discharge system. The site has been identified by the agency as a site of environmental contamination. This contract will operate the pumping station, valve vault, air relief systems, and the system discharge line. The system is needed to reduce the level of contamination at the site and reduce or eliminate the potential of spreading.

Benefit

The State will benefit by controlling the environmental contamination and reducing the threat to the environment and human health.

Funding

100% Environmental Protection Bond Funds

Commitment

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

Risk

Failure to approve this contract will result in risking the spread of contamination, which poses an environmental and human health threat and violates environmental regulations.

Zip Code

48603

MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS

3. DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENT, ALLEGAN AND KALAMAZOO COUNTIES - Allied Paper/Portage Creek/Kalamazoo River SF Site - Natural Resource Damage Assessment.
File No. 761/05010.SAR - Index No. 44801
That the contract for professional services with CDM Michigan, Inc., Lansing, be increased \$690,000.00.

Purpose/Business Case

The purpose of this modification is to provide additional environmental services including technical report review and development, data and document management, oversight of monitor well sampling, surface water sampling, construction oversight and extension of the contract for one additional year at the 2010 contract billing rates. This site is contaminated and consists of approximately 80 miles of the Kalamazoo River from Morrow Pond Dam near Galesburg to Lake Michigan, and approximately three miles of Portage Creek. The Department of Natural Resources and Environment (DNRE) has entered into an Administrative Order of Consent (AOC) with the

responsible parties (RPs) identified at the site to perform a remedial investigation/feasibility study for the site. DNRE is currently operating as the support agency for the United States Environmental Protection Agency (EPA) but continues to maintain lead agency status on several of the operable units at the site.

Benefit

The State will benefit by monitoring the implementation of investigation and cleanup activities at the site. The cleanup activities are necessary to protect the environment and comply with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980.

Funding Source

100% Environmental Protection Bond Funds

Commitment

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

Risk Assessment

Failure to approve this modification will result in hindering the ability of DNRE to oversee the progress of the investigation activities and their ability to enforce and monitor the implementation of cleanup activities.

Zip Code

Various

LEASE FOR PRIVATE PROPERTY

4. DEPARTMENT OF STATE, GRAYLING - Renewal of Lease No. 7661 with Grayling Mini-Mall No. 4, LLC, a Michigan Limited Liability Company, PO Box 897, Grayling, Michigan 49738, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of State, as Lessee, for 1,083 square feet of office space located at 2384 South I-75 Business Loop, Unit C, Grayling, Michigan 49738. 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 24, 2011, is \$10.66 (\$962 per month). This rate does not include telecommunication, electrical and natural gas utilities, or janitorial supplies and service. This Lease contains two five-year renewal options with an annual per square foot rental rate of \$11.77 (\$1,062 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 purpose of this Lease will allow the Department to continue occupying the space, which has been utilized by the Department of State as a branch office since 1991. It continues to meet their operational needs and the needs of their customers.

Benefit

The benefit of this Lease renewal allows the Department to remain at their current location, avoid relocation costs, and pay a flat rental rate for 10 years. The rental rate remains within the market rate.

Funding Source

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

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing uninterrupted service at their current location.

Zip Code

49738

SALE OF STATE-OWNED PROPERTY

5. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, LANSING – CITY OF LANSING, MICHIGAN ARMY NATIONAL GUARD

1992 PA 307 authorizes The Department of Military and Veterans Affairs, with State Administrative Board approval, to convey property located Ingham County, City of Lansing, pursuant to the terms of a written agreement entitled "Offer to Purchase Real Property" between the Michigan Department of Military and Veterans Affairs and the City of Lansing, for the consideration of \$22,000.00. The property to be conveyed is located in the Township of Lansing, County of Ingham, and State of Michigan. The property was appraised at \$22,000.00 by Carlson Appraisal Company, of Lansing on June 29, 2010.

Recommendation

That in consideration of \$22,000.00 the bid offer, the property identified below, under the jurisdiction of the Department of Military and Veterans Affairs, is conveyed to the City of Lansing. The property is located in the Township of Lansing, County of Ingham, State of Michigan, and is further described as:

A parcel of land located in part of the NW ¼ of section 28, Town 4 North, Range 2 West, City of Lansing, Ingham County, Michigan being more particularly described as follows:

Beginning at a point on the Westerly right-of-way line of South Washington Avenue (66 feet WD) said point being distant south 89°10'00 East 58.26 feet R and 57.21 feet M. along the centerline of Mt. Hope Avenue and South 31°56'55" West 1812.32 feet R and

1811.14 feet M. along the centerline of said South Washington Avenue and North $89^{\circ}10'00''$ West 38.55 feet from the North $1/4$ corner of Section 28 thence proceeding along said Westerly line of South Washington Avenue South $31^{\circ}56'55''$ West 633.97 feet; thence North $69^{\circ}34'24''$ West 86.75 feet; thence North $31^{\circ}56'55''$ East 553.27 feet; thence North $89^{\circ}10'10''$ West 800.01 feet; thence due North 40.00 feet; thence South $89^{\circ}10'00''$ East 924.02 feet to the point of beginning containing 1.95 acres.

RECOVERY ACT FUNDS AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

March 8, 2011 / March 15, 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.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET, LANSING
– MDOT Construction and Technology Building, Vehicle and Travel Services Building and Michigan State Police Training Academy – Retro Commission Building Automation System HVAC Upgrades at
File No. 071/10098.JNS - Index No. 02031
Recommended Responsive Proposal: MKC Group, Inc., Bay City;
\$1,456,091.00

Purpose/Business Case

The purpose of this contract is to upgrade the Building Automation System (BAS) HVAC controls and add new digital control systems, as required, to complete temperature controls replacement within the MDOT Construction and Technology Building, the Vehicle and Travel Services Building and the Michigan State Police Training Academy at the Secondary Complex. The BAS upgrades in combination with energy sub-metering integration, will allow the State to monitor energy consumption and to make the most efficient use of the building mechanical systems.

Benefit

The State will benefit by the upgrade of HVAC Building Automation Systems within the MDOT Construction and Technology Building, Vehicle and Travel Services Building and Michigan State Police Training Academy with these upgrades allowing these systems to be accessed by remote monitoring providing early detection of HVAC issues, improving the comfort of building occupants and allowing more efficient use of the State's building maintenance staff. The BAS upgrades combined with integration in combination with energy sub-metering integration to the Vykron Energy Suite will allow the State to monitor energy consumption and to make the most efficient use of our building mechanical systems. The work in these three buildings is part of a larger ARRA funded project which includes retro-commissioning, building automation system upgrades and integration, implementation of semi-automated continuous commissioning and preventive maintenance training and practices covering 10 Secondary Governmental Complex Buildings. Comprehensive energy audits by a Retired Engineer Technical Assistance Program (RETAP) beginning in the fall of 2004 specifically indicated that

upgrades and continuous commissioning associated with HVAC Controls within these Secondary Complex Buildings could provide a potential annual energy savings of \$674,678.00.

Funding Source

59% ARRA

41% Agency Operating Funds

Commitment

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

Risk Assessment

Failure to approve this Contract will result in a continued inability of our DTMB Operations Staff to remotely monitor Building HVAC Systems at the MDOT Construction and Technology Building, the Vehicle and Travel Services Building and the Michigan State Police Training Academy. A lack of remote monitoring will increase the demand on DTMB's limited maintenance staff. In addition, upgrades to HVAC Controls are a necessary step to allow harvesting of HVAC performance and energy data with this data needed for implementation of a continuous commissioning program as was described in the 2004 RETAP Energy Audits of Secondary Complex facilities. Continuous commissioning, when properly implemented, can provide significant energy savings.

Zip Code

48821

Ms. MacDowell presented the Building Committee Report for the regular meeting of March 8, 2011. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of March 8, 2011, be approved and adopted. The motion was supported by Mr. Forstner and unanimously approved.

APPROVED

March 15, 2011

March 15, 2011 No. 13

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 March 8, 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: Rhonda Oyer Zimmerman, Department of Natural Resources and
Environment; Sherry Bond, Pat Mullen, Janet Rouse, Department of
Technology, Management and Budget; Nat Forstner, Lt. Governor's
Office; Tony DesChenes, Michigan Legislative Consultants

Ms. MacDowell called the meeting to order.

The Finance and Claims Committee Regular Agenda, Supplemental Agenda,
and Recovery Act Funds Agenda were presented.

Following discussion, Ms. Lopez moved that the Regular Agenda,
Supplemental Agenda, and Recovery Act Funds Agenda be recommended to the
State Administrative Board for approval with the withdrawal of Item 2(1)
of the Regular Agenda. The motion was supported by Mr. Murley and
unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

3/8/2011 12:00 version

FINANCE AND CLAIMS COMMITTEE

March 8, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

March 15, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1. DEPARTMENT OF EDUCATION

1)	Innovative Interfaces, Inc. San Francisco, CA	\$ 364,416.00 Total FY11 100% Federal Fund Maintenance of an on-line shared catalog for all types of libraries and operated by this vendor-Library of Michigan
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2. DEPARTMENT OF CORRECTIONS

1)	Integrated Strategies, Inc. Okemos, MI Withdrawn	NOT TO EXCEED \$ 2,800,000.00 Total FY11-12 100% General Fund Supply Chain Transformation
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3. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

1)	Bureau Veritas North America, Inc. Novi, MI	NOT TO EXCEED \$ 34,000.00 Total FY11 50% Federal Funds 50% Restricted Funds <i>Individual Return Processing</i> To provide laboratory services for industrial hygiene samples to the Michigan Occupational Safety & Health Administration
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4. DEPARTMENT OF TRANSPORTATION

- 1) American Hoist Air & Lube \$ 107,600.00 Total
Caledonia, MI **FY11** 100% Restricted Fund
 State Trunkline Fund
 Four Hoists for Four
 Maintenance Garage Facilities

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

5. DEPARTMENT OF CORRECTIONS

- 1) Berghuis Psychological \$ 50,000.00 Amendment
Services, PC \$ 1,045,000.00 New Total
Wyoming, MI **FY11** 100% General Fund
 Additional funding to continue
 sex offender counseling
- 2) National Behavior \$ 30,000.00 Amendment
Consultants \$ 360,000.00 New Total
Acme, MI **FY11** 100% General Fund
 Additional funding to continue
 outpatient substance abuse
 treatment
- 3) MHM Correctional Services, \$ 12,000,000.00 Amendment
Inc. \$ 21,218,770.00 New Total
Vienna, VA **FY12** 100% General Fund
 Option year and additional
 funding to continue psychiatric
 services

6. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Dean Babb \$ 24,900.00 Amendment
Auburn Hills, MI \$ 49,800.00 New Total
 FY11 100% Restricted Funds
 Michigan Tax Tribunal Funds
 To add additional funding for a
 Hearing Referee appointed by
 SOAHR for hearing Small Claims
 cases and appeals for the
 Michigan Tax Tribunal

7. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|---|---|
| 1) | Various RFC Series
(Listing on file) | \$ 23,613,867.00 Amendment
\$571,181,547.00 New Total
FY11 34% Federal Fund
66% General Fund
Additional funds for a two-month extension to continue Residential Foster Care Treatment Services |
| 2) | Downriver Guidance Center
Southgate, MI | \$ 117,600.00 Amendment
\$ 836,800.00 New Total
FY11 100% Federal Fund
Additional funds and 6-month extension to continue Parent Education Services |
| 3) | Judson Center, Inc.
Royal Oak, MI | \$ 100,846.87 Amendment
\$ 700,665.70 New Total
FY11 100% Federal Fund
Additional funds and 6-month extension to continue Parent Education Services |
| 4) | Association for Children's
Mental Health
Lansing, MI | \$ 117,409.27 Amendment
\$ 755,172.92 New Total
FY11 100% Federal Fund
Additional funds and 6-month extension to continue Family Services |
| 5) | Child Care Coordinating
Council of Detroit/
Wayne County
Detroit, MI | \$ 175,000.00 Amendment
\$ 1,200,000.00 New Total
FY11 100% Federal Fund
Additional funds and 6-month extension to continue Family Services |
| 6) | Elder Law of Michigan
Lansing, MI | \$ 6,882.00 Amendment
\$ 31,382.00 New Total
FY11-13 100% Federal Fund
Additional funds for the contract to provide Adult Protective Services Legal Requirements Training Statewide |

7. DEPARTMENT OF HUMAN SERVICES continued

7) Various Adoption Services \$ 1,234,097.00 Amendment
 (Listing on file) \$ 32,968,018.00 New Total
FY11 31% Federal Fund
 69% General Fund
 Additional funding for the
 Adoption Contracts

8. DEPARTMENT OF NATURAL RESOURCES

1) Home City Ice Company \$ 52,200.00 Amendment
 Cincinnati, OH \$ 121,972.38 New Total
FY11 100% Restricted Funds
*Park Improvement and
 Park Endowment Fund*
 Additional funds for the ice
 for resale program at various
 State parks

2) Best Cedar Products \$ 1,000.00 Amendment
 Escanaba, MI \$ 25,999.00 New Total
FY11 100% Restricted Funds
*Park Improvement and
 Park Endowment Fund*
 Additional funds for the
 firewood for resale program at
 various State parks

3) Michigan State University \$ 150,000.00 Amendment
 East Lansing, MI \$ 1,045,530.00 New Total
FY11-14 75% Federal Funds
 25% Restricted Funds
Game and Fish Fund
 Additional funds for the
 analysis of 75 lots of fish
 for VHSV

9. DEPARTMENT OF TREASURY

1) Accuity, Inc. \$ 41,689.00 Amendment
 Skokie, IL \$ 48,373.00 New Total
FY11 100% Restricted Fund
Individual Return Processing Fund
 Additional funding for the
 Routing Transit Number File

SECTION III - AGENCY SUBMITTED - NEW GRANTS

10. DEPARTMENT OF AGRICULTURE

1) Various Soil Conservation Districts
(Listing on file) \$ 60,000.00 Total
FY11 100% Restricted Fund
Game and Fish Fund
Funding for implementation of
the Federal Farm Bill

11. DEPARTMENT OF COMMUNITY HEALTH

1) Adam Paul Ryan
Iron Mountain, MI \$ 70,000.00 Total
FY11-12 50% Federal Fund
50% Private Funds
This two-year agreement
provides funding for primary
care medical, dental, or mental
health professionals willing to
work full time in a Michigan
health professional shortage
area

2) Michigan Disability Rights
Coalition \$ 100,000.00 Total
East Lansing, MI **FY11** 75% Federal Fund
25% Local Funds
Eight and a half month-grant to
develop an advocacy campaign to
reshape the state's health care
delivery system for persons
with developmental disabilities

12. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Michigan State University
East Lansing, MI \$ 65,000.00 Total
FY11-12 100% Restricted Fund
DELEG Energy Revolving Loan Fund
Grantee to conduct workshops,
on-site technical assistance
and training on the
installation and operation of
passive solar systems

12. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH continued

- 2) Grand Valley State University \$ 37,220.00 Total
Allendale, MI **FY11** 17% Restricted Fund
Public Utility Assessment
83% Federal Fund
Grantee to conduct a statewide outreach project in Michigan to educate the public about Offshore Wind Energy
- 3) Mr. L. Brooks Patterson for \$ 26,572.00 Total
Oakland County Michigan **FY11** 100% Federal Funds
Works
Pontiac, MI The Grantee will receive funding to work with American Axle & Manufacturing, Oxford Forge, and MSP Industries to train 30 employees in the areas of robotic operations
- 4) Mr. David Buskirk, Chair, for \$ 90,471.00 Total
Kalamazoo/St. Joseph **FY11** 100% Federal Fund
Michigan Works
Kalamazoo, MI The Grantee will receive funding to work with American Axle & Manufacturing and Three Rivers Manufacturing Complex to train 91 employees in the areas of mechanical blueprint reading, CNC automation, design failure, mode affects analysis, etc.

13. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) City of Onaway \$ 300,000.00 Total
Manistee, MI **FY11-12** 100% Restricted Funds
Clean Michigan Initiative
Grant to conduct environmental response and remediation activities to assist the redevelopment of brownfields

13. DEPARTMENT OF ENVIRONMENTAL QUALITY continued

- | | | |
|----|------------------------------------|---|
| 2) | City of Detroit
Detroit, MI | \$ 27,100.00 Total
FY11 100% Restricted Funds
<i>Scrap Tire Cleanup/Tire Market
Development Grant Program</i>
Grant to remove and dispose of
scrap tires |
| 3) | Marilyn Shavalier
Fruitport, MI | \$ 31,500.00 Total
FY11 100% Restricted Funds
<i>Scrap Tire Cleanup/Tire Market
Development Grant Program</i>
Grant to remove and dispose of
scrap tires |
| 4) | Glen H. Bruce III
Lapeer, MI | \$ 35,000.00 Total
FY11 100% Restricted Funds
<i>Scrap Tire Cleanup/Tire Market
Development Grant Program</i>
Grant to remove and dispose of
scrap tires |
| 5) | Ernest Vosburg
Ada, MI | \$ 30,000.00 Total
FY11 100% Restricted Funds
<i>Scrap Tire Cleanup/Tire Market
Development Grant Program</i>
Grant to remove and dispose of
scrap tires |

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

14. DEPARTMENT OF COMMUNITY HEALTH

- | | | | |
|----|--|---|--|
| 1) | Aids Partnership Michigan
Detroit, MI | \$ 39,000.00 Amendment
\$ 299,320.00 New Total | <p>FY11 92% Federal Fund
8% Restricted Fund
<i>Michigan Health Initiative Fund</i>
Additional funds for the one-year grant to provide community re-entry services for HIV+ incarcerated individuals upon release, and for case management and support services to women, infants, and children infected and/or affected with HIV/AIDS</p> |
| 2) | Wellness Aids Services, Inc
Flint, MI | \$ 145,000.00 Amendment
\$ 287,500.00 New Total | <p>FY11 98% Federal Fund
2% Restricted Fund
<i>Michigan Health Initiative Fund</i>
Additional funds for providing continuum of care services for persons living with HIV/AIDS</p> |
| 3) | Michigan State University
Detroit, MI | \$ (839,951.00) Amendment
\$ 7,391,342.00 New Total | <p>FY11 79.5% Federal Fund
5.67% State General Fund
11.47% Local Funds
3.36% Restricted Fund
<i>Health Professionals Regulatory Fund</i>
Additional funds for the one-year grant agreement for various Michigan Department of Community Health projects</p> |

14. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|--|---|
| 4) | Detroit Urban League
Detroit, MI | \$ 110,350.00 Amendment
\$ 1,873,428.00 New Total
FY11 100% Federal Fund
Additional funds for the one-year grant to provide the delivery of WIC services to low and moderate income women and children with nutrition-related health problems |
| 5) | Family Health Center Inc
Kalamazoo, MI | \$ 43,781.00 Amendment
\$ 582,119.00 New Total
FY11 100% Federal Fund
Additional funds for the one-year grant to provide the delivery of WIC services to low and moderate income women and children with nutrition-related health problems |
| 6) | Downriver Community Services
New Haven, MI | \$ 37,617.00 Amendment
\$ 520,331.00 New Total
FY11 100% Federal Fund
Additional funds for the one-year grant to provide the delivery of WIC services to low and moderate income women and children with nutrition-related health problems |
| 7) | Mid-Michigan Community
Action Agency
Farwell, MI | \$ 99,314.00 Amendment
\$ 328,633.00 New Total
FY11 100% Federal Fund
Additional funds for the one-year grant to provide the delivery of WIC services to low and moderate income women and children with nutrition-related health problems |

14. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|--|---|
| 8) | Community Action Agency
(Region II)
Jackson, MI | \$ 27,354.00 Amendment
\$ 375,232.00 New Total
FY11 100% Federal Fund
Additional funds for the one-year grant to provide the delivery of WIC services to low and moderate income women and children with nutrition-related health problems |
| 9) | Intercare Community Health Network, Inc.
Bangor, MI | \$ 174,791.00 Amendment
\$ 2,400,971.00 New Total
FY11 100% Federal Fund
Additional funds for the one-year grant to provide the delivery of WIC services to low and moderate income women and children with nutrition related health problems |

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

15. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|---------------------------------------|---|
| 1) | Bruker Daltonics, Inc.
Fremont, CA | \$ 143,862.07 (3 years)
FY11-14 100% Restricted Fund
<i>Interdepartmental agreement with DEQ (Fish Monitoring)</i>
071I1300072 Laboratory
Equipment Maintenance Services |
|----|---------------------------------------|---|

16. DEPARTMENT OF CORRECTIONS

- | | | |
|----|--|--|
| 1) | Tabb Textiles Co., Inc.
Opelika, AL | \$ 1,645,860.00 (3 years)
FY11-14 100% Revolving Fund
<i>Corrections Industries Revolving Fund</i>
071I0200206 Terry Toweling and Washcloth Material for Michigan State Industries |
|----|--|--|

17. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- | | | |
|----|--|--|
| 1) | 22 nd Century Technologies,
Incorporated
East Lansing, MI | \$ 662,576.64 (3 years)
FY11-14 50% General Fund
50% Federal Fund
071I300055 Senior Project
Manager for the Statewide
Automated Child Welfare
Information System for the
Department of Human Services |
| 2) | Pitney Bowes, Inc.
Danbury, CT | \$ 355,650.00 (3 years)
FY11-14 100% Revolving Fund
<i>ISF-Revolving Fund</i>
071I1300043 Mail Inserting
Equipment and Maintenance |
| 3) | Unisys Corporation
Blue Bell, PA | \$ 47,303,560.00 (3 years)
FY11-14 47.95% General Fund
52.05% Federal Fund
084R0200152 Statewide
Automated Child Welfare
Information System (SACWIS)
Development and Implementation
for the Department of Human
Services |
| | Various RE:START Vendors | Short-term Staff Augmentation
for information technology for
various departments |
| 4) | Mejenta
(Venkata Pachipulusunaga)
Southfield, MI | NOT TO EXCEED
\$ 148,800.00 (1 year)
FY11 100% Restricted Fund
<i>Corporation Fees</i>
071I1300079 For a Senior
Programmer Analyst to assist
the Department of Energy, Labor
and Economic Growth, Bureau of
Commercial Services/
Corporations Division, with the
DELEG Corporation Division
System Rewrite Project |

17. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET continued

5)	Technology Resource Services, Inc. (Shivendrakumar Sinha) New York, NY	NOT TO EXCEED \$ 158,720.00 (1 year) FY11 92% Restricted Fund <i>See Bid Tab for list of Funds</i> 8% General Fund 071I1300069 For a Senior Database Administrator to assist the Department of State with Oracle database administrative services for the Qualified Voter and Department of State Inventory Systems
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18. DEPARTMENT OF TRANSPORTATION

1)	Burt Forest Products Company, Inc. Ann Arbor, MI	\$ 1,019,458.38 (3 years) FY11-14 100% Restricted Fund <i>State Trunkline Fund</i> 071I1300066 Treated Wood Sign Posts
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SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

19. DEPARTMENT OF STATE

1)	L-1 Secure Credentialing, Incorporated Billerica, MA	\$ 41,750.00 Amendment \$ 44,645,750.00 New Total FY11 97.6% Restricted Fund <i>See Bid Tab for list of funds</i> 2.4% General Fund 071B9200160 Additional funding for the contract for Digital Driver's License/Identification Card Production System
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20. DEPARTMENT OF STATE POLICE

1)	Tri-Tech Forensics	\$ 865,200.00	Amendment
	Southport, NC	\$ 1,415,200.00	New Total
		FY11-14	100% Restricted Fund
			<i>Forensic Science Reimbursement Fee</i>
		071B1300130	Additional funds
			for the contract for Sexual
			Assault Evidence, DNA Database
			Collection Kits, & Blood/Urine
			Alcohol Test Kits

21. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

1)	NextGen Healthcare	\$ 641,150.00	Amendment
	Information Systems,	\$ 3,989,120.00	New Total
	Incorporated	FY11	100% General Fund
	Irvine, CA	071B8200130	Additional funding
			for a one-year option to the
			contract for Electronic
			Prisoner Health Records for the
			Department of Corrections
2)	SAP Public Services, Inc.	\$ 1,115,967.50	Amendment
	Washington, DC	\$ 11,115,967.50	New Total
		FY11	100% Restricted Fund
			<i>CSSTP/Query & Reporting Fund</i>
		071B1300170	Additional funds
			for SAP Business Objects
			Software Upgrade

21. 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

- | | | |
|----|---|---|
| 3) | <p>HTC Global
(Karthikeyan Kathirely)
Troy, MI</p> | <p>\$ 128,563.20 Amendment
\$ 401,183.20 New Total
FY11 100% Restricted Fund
<i>Sex Offender Criminal Justice Fees</i>
071B9200156 Additional funds
to exercise the final option
year for a Senior Programmer
Analyst to provide the Michigan
State Police with continued
support of the Sex Offender
Registry and Automated Incident
Capture System</p> |
| 4) | <p>Technology Resource Services
(Suresh Vaddem)
Ozone Park, NY</p> | <p>\$ 156,736.00 Amendment
\$ 457,568.00 New Total
FY11 100% Restricted Fund
<i>Sex Offender Criminal Justice Fees</i>
071B9200157 Additional funds
to exercise the final option
year for a Senior Programmer
Analyst to provide the Michigan
State Police with continued
support of the Sex Offender
Registry and Automated Incident
Capture System</p> |
| 5) | <p>VED Software Services
(Manikandan Chandran)
Farmington Hills, MI</p> | <p>\$ 158,720.00 Amendment
\$ 463,360.00 New Total
FY11 100% Restricted Fund
<i>Sex Offender Criminal Justice Fees</i>
071B9200155 Additional funds
to exercise the final option
year for a Senior Programmer
Analyst to provide the Michigan
State Police with continued
support of the Sex Offender
Registry and Automated Incident
Capture System</p> |

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

22. DEPARTMENT OF CORRECTIONS

Employee Claims

- 1) Edwin Davis \$996.00 AMENDED

The claimant (06-SAB-174) requests \$996.00 reimbursement for his Ipod, disc's, leather case, mirror, and beverage machine lost during a fire at his office. The Committee recommends denial for this claim.

- 2) Latitude Subrogation Services \$802.59
Subrogate claim of Ona Wells

The claimant (08-SAB-149) requests \$802.59 reimbursement for Ms. Wells' numerous items lost during a fire at her office. The Committee recommends denial for this claim.

- 3) Karen Morgan \$999.99

The claimant (07-SAB-009) requests \$999.99 reimbursement for numerous items lost during a fire at her office. The Committee recommends denial for this claim.

- 4) Mary Smith \$991.00

The claimant (07-SAB-023) requests \$991.00 reimbursement for numerous items lost during a fire at her office. The Committee recommends denial for this claim.

23. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

Employee Claim

- 1) Gerald Gvazda \$657.84

The claimant (10-SAB-177) requests \$657.84 reimbursement for costs related to his vehicle damaged while parked at his assigned work location. The Committee recommends denial for this claim.

24. DEPARTMENT OF STATE

Citizen Claims

- 1) Amy Lynn Lynema \$210.00

The claimant (11-SAB-008) requests \$210.00 reimbursement for towing and impound charges due to a Secretary of State error. The Committee recommends denial for this claim.

- 2) Nicole Williamson \$222.50

The claimant (11-SAB-004) requests \$222.50 reimbursement for towing and impound charges due to a Secretary of State error. The Committee recommends approval for this claim.

25. WESTERN MICHIGAN UNIVERSITY

Citizen Claim

- 1) Jermaine Robinson \$382.44

The claimant (11-SAB-003) requests \$382.44 reimbursement for collection fees he claims he should not have had to pay. The Committee recommends denial for this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

26. DEPARTMENT OF HUMAN SERVICES

- 1) The Department reports during the month of February 2011, the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

Theodora Jimenez, 10-SAB-174 for \$31.79 Approved

26. DEPARTMENT OF HUMAN SERVICES continued

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

\$1,745.00 at 3126 Harold St., Saginaw, MI

27. DEPARTMENT OF NATURAL RESOURCES

- 1) Report of DNRE's Prequalified Programs Bi-Annual Spend Report dated March 15, 2011

28. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) This is to report an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #071N1300039 for \$27,317.02 with John E. Green Company for repairs to the underground steam line at the Secondary Complex
- 2) Requests approval of the Bridges Software License Agreement between the State of Michigan and the State of Montana

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

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

3/3/2011 11:20 version

FINANCE AND CLAIMS COMMITTEE

March 8, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

March 15, 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

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

Various RE:START Vendors

Short-term Staff Augmentation
for information technology for
various departments

1s. **DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET**

- 1) Senior Technology Partners
(Wayne Budde)
Haslett, MI

NOT TO EXCEED
\$ 218,240.00 (1 year)
FY11 100% Restricted Fund
*IT Charge Back to Department
Varies by Department*
071I1300100 For a Senior
Project Manager to assist the
Department of State with
implementation of the Business
Application Modernization (BAM)
project

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

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

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.

APPROVED

March 15, 2011

March 15, 2011 No. 35

Michigan State
Administrative Board

**COMMITTEE REPORT TO THE
STATE ADMINISTRATIVE BOARD**

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

A special meeting of the Finance and Claims Committee was held at
11:00 a.m. on March 15, 2011. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved

Mary G. MacDowell

Member: Dave Murley, representing
Governor Snyder

Approved

Dave Murley

Member: Iris Lopez, representing
Attorney General Schuette

Approved

Iris Lopez

Others: Carol Isaacs, Department of Attorney General; Janet Laverty,
Department of Education; Matt Fletcher, Department of Environmental
Quality; Mike Senyko, Department of State; Sherry Bond, Pat Mullen,
Janet Rouse, Department of Technology, Management and Budget; Jason
Clark, Laura Mester, Jean Ingersoll, Department of Transportation;
Tom Saxton, Department of Treasury; Nat Forstner, Lt. Governor's
Office; David Massaron, Miller, Canfield

Ms. MacDowell called the meeting to order.

The Finance and Claims Committee special agenda was presented.

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

Ms. MacDowell adjourned the meeting.

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

3/14/2011 11:50 version

FINANCE AND CLAIMS COMMITTEE

March 15, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

March 15, 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

1s. DEPARTMENT OF EDUCATION

- 1) Various \$ 2,987,983.00 Total
(Listing on file) **FY10-11** 100% Federal Fund
College Access Challenge Grant
Program

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

2s. DEPARTMENT OF NATURAL RESOURCES

- 1) Freeway Sports Center \$ 58,920.00 (one-time)
Fenton, MI **FY11** 75% Federal Fund
25% Restricted Fund
State Marine Fund
071I1300073 Two Boat Motors
for Great Lakes Patrol Boats

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

3s. CITY OF FLINT

Requests approval of its application for Stabilization Bonds and resolution of the State Administrative Board entitled, "RESOLUTION ORDERING APPROVAL OF CITY OF FLINT'S APPLICATION FOR FISCAL STABILIZATION BONDS".

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

Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of March 8, 2011, and the special meeting of March 15, 2011, be approved and adopted. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting of March 8, 2011, and the special meeting of March 15, 2011, be approved and adopted. The motion was supported by Ms. Isaacs and unanimously approved.

APPROVED

March 15, 2011

March 15, 2011 No. 39

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 March 9, 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: Sherry Bond, Janet Rouse, Department of Technology, Management
and Budget; Connie Hanrahan, Jean Ingersoll, Michael Leon, Pat
Scarlett, Anu Taneja, Kelly Villarreal, Department of
Transportation

Mr. Senyko called the meeting to order.

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

There was no Department of Environmental Quality, Water Resources
Division Agenda presented.

A retroactive letter was received from Kirk T. Steudle, Director of the
Department of Transportation, regarding Item 91 of the Regular Agenda.

The Department of Transportation Regular Agenda was presented.

Following discussion, Mr. Shell moved that the Transportation Regular
Agenda be recommended to the State Administrative Board for approval
with Item 2 of the Regular Agenda withdrawn by the Department of
Transportation prior to the meeting and Item 28 of the Regular Agenda
contingent upon approval by the Office of Commission Audit. Supported
by Ms. Clement, the motion was unanimously adopted.

Transportation and Natural Resources Committee Report
March 9, 2011
Page 2

The Department of Transportation Supplemental Agenda was presented.

Following discussion, Mr. Shell moved that the Transportation Supplemental Agenda be recommended to the State Administrative Board for approval with Items 26, 27, 40, 47, and 61 of the Supplemental Agenda contingent upon receipt of the 10% over engineer's estimate letters. Supported by Ms. Clement, the motion was unanimously adopted.

Mr. Senyko adjourned the meeting.

At the State Administrative Board meeting on March 15, 2011, Items 34 and 49 of the Supplemental Transportation Agenda were withdrawn by the Department of Transportation.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 9, 2011 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: March 15, 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” (Easement to Governmental Agency for Transportation Use)
Tract 1300, Control Section 63082, Parcel 23, Part C

The subject tract is located in the Township of West Bloomfield, Oakland County, Michigan, and contains approximately 0.66 acres. The Oakland County Water Resource Commission indicated that an easement across MDOT property is needed for the transportation purpose of providing a non-motorized path. Granting the easement to a governmental agency for transportation purposes requires only a \$1 fee. The easement is subject to a permanent reversionary interest whereby the purchaser agrees that the easement will be used for transportation purposes and if at any time the property is not used for transportation purposes, the easement will revert to MDOT. The easement was approved by Patrick Scarlett, Supervisor, Program and Property Management Unit, Project Development Section, Real Estate Division, on February 10, 2011. The Oakland County Water Resource Commission submitted an Application and Agreement for Purchase of Easement. The property was not offered to all local municipalities because it is an easement to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by local units of government.

Purpose/Business Case: The purpose of excess property easements is to support the development of transportation infrastructure by state agencies and local units of government. Easements used for transportation purposes are transferred to state agencies and local units of governments for \$1 along with a reverter clause included in the easement.

Benefit: MDOT benefits by promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: N/A.

Risk Assessment: If the requested easement is not transferred, we would not be supporting the development of transportation infrastructure by local units of government.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48325.

2. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Railroad Easement)
Sale RR-048-E, Item No. 1, Control Section 2805J3, Parcel 1, Part B

The subject tract is located in the City of Traverse City, Grand Traverse County, Michigan, and contains approximately 2.73 acres. The easement rights previously granted to MDOT are no longer required for railroad purposes. The relinquishment of easement was requested by the Grand Traverse County Land Bank Authority. An appraisal of the relinquishment of easement was completed because the value of the relinquishment exceeds the \$500 processing fee. The appraisal was completed by Gary D. Zachritz, consultant appraiser, on April 13, 2010, at the amount of \$123,000, and was reviewed by Ronald Adams, Property Analyst, Program and Property Management Unit, Project Development Section, Real Estate Division, on July 29, 2011 at the amount of \$123,000. The relinquishment of easement was approved by Patrick Scarlett, Supervisor, Program and Property Management Unit, Project Development Section, Real Estate Division, on July 29, 2010. The Grand Traverse County Land Bank Authority has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$24,600, which represents a 20 percent bid deposit. The property has been declared excess by the Bureau of Aeronautics and Freight Services.

Criticality: This is a revenue-generating transaction. Failure to process this transaction would result in lost revenue
00

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

Benefit: MDOT benefits by generating revenue.

Funding Source: N/A.

Commitment Level: Relinquishments of highway easements are processed for an established processing 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.

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: 49684.

3. AERONAUTICS AND FREIGHT (Aeronautics) – Undertaking of Airport Improvements
Contract (2011-0109) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will provide federal and state grant funds for the replacement of automated weather observation system (AWOS) components at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$57,000. Source of Funds: FAA Funds (via block grant) - \$54,150; State Restricted Aeronautics Funds - \$1,425; OWAA - \$1,425.

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

Purpose/Business Case: To provide for the replacement of AWOS components.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The components will be installed by MDOT personnel.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48750.

4. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Airport Improvements
Contract (2011-0110) between MDOT and the Oscoda-Wurtsmith Airport Authority (OWAA) will provide state grant funds for the performance of design services for the rehabilitation of taxiway A shoulders (phases I and II) at the Oscoda-Wurtsmith Airport in Oscoda, 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 \$126,000. Source of Funds: State Bond Funds - \$119,700; OWAA Funds - \$6,300.

Criticality: The existing taxiway shoulders 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 taxiway A shoulders (phases I and II).

Benefit: Will enhance airport safety.

Funding Source: 95% State Bond Funds and 5% OWAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without 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: 48750.

5. AERONAUTICS AND FREIGHT (Aeronautics) – Acquisition of Equipment

Contract (2011-0111) between MDOT and the City of Bay City will provide state grant funds for the acquisition of a hydro-ax, equipment used to remove and control vegetation within the airport boundaries for earthen flood levee roads that support the runways, at the James Clements Airport in Bay City, 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 \$32,000. Source of Funds: State Bond Funds - \$31,200; City of Bay City Funds - \$800.

Criticality: The integrity of the levees along the Saginaw River is being adversely affected by trees and animal burrows. Maintenance of the levees using the hydro-ax is critical to protecting the airport.

Purpose/Business Case: To provide for the acquisition of a hydro-ax, equipment used to remove and control vegetation within the airport boundaries for earthen flood levee roads that support the runways.

Benefit: Will enhance airport safety.

Funding Source: 97.5% State Bond Funds and 2.5% City of Bay City Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48708.

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

Contract (2011-0112) between MDOT and the City of Big Rapids will provide federal and state grant funds for the performance of design services for the rehabilitation of runway 9/27 at the Roben-Hood Airport in Big Rapids, 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 Bond Funds - \$500; City of Big Rapids Funds - \$500.

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

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of runway 9/27 at the Roben-Hood Airport in Big Rapids, Michigan.

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: 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: 49307.

7. AERONAUTICS AND FREIGHT (Aeronautics) – Undertaking of Airport Improvements
Contract (2011-0113) between MDOT and the Gratiot County Airport Authority (GCAA) will provide federal and state grant funds for the replacement of automated weather observation system (AWOS) components at the Gratiot Community Airport in Alma, 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 \$50,000. Source of Funds: FAA Funds (via block grant) - \$47,500; State Bond Funds - \$1,250; GCAA Funds - \$1,250.

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

Purpose/Business Case: To provide for the replacement of AWOS components.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% GCAA 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 components will be installed by MDOT personnel.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48801.

8. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Airport Improvements
Contract (2011-0114) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will provide federal and state grant funds for the development of engineering plans for airfield electrical improvements and the preparation of a storm water pollution and spill prevention plan at the South Haven Area Regional Airport in South Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$67,000. Source of Funds: FAA Funds (via block grant) - \$63,650; State Bond Funds - \$1,675; SHARAA Funds - \$1,675.

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

Purpose/Business Case: To provide for the development of engineering plans for airfield electrical improvements and the preparation of a storm water pollution and spill prevention plan.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% SHARAA 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: 49090.

9. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Airport Improvements
Contract (2011-0116) between MDOT and the Mayfield Township will provide federal and state grant funds for the performance of design services for the rehabilitation of hangar taxilanes, an entrance road, and a terminal parking lot and for the installation of an automated weather observation system (AWOS) at the DuPont-Lapeer Airport in Lapeer, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$170,000. Source of Funds: FAA Funds (via block grant) - \$161,500; State Bond Funds - \$4,250; Mayfield Township Funds - \$4,250.

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

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of hangar taxilanes, an entrance road, and a terminal parking lot and for the installation of an AWOS.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48446.

10. AERONAUTICS AND FREIGHT (Aeronautics) – Design of Airport Improvements
Contract (2011-0117) between MDOT and Macomb Airway, Inc., will provide federal and state grant funds for the performance of design services for the construction of a parallel taxiway for runway 9/27 at the Ray Community Airport in Ray, 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 \$42,000. Source of Funds: State Bond Funds - \$39,900; Macomb Airway, Inc., Funds - \$2,100.

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

Purpose/Business Case: To provide for the development of engineering plans for the construction of a parallel taxiway for runway 9/27.

Benefit: Will enhance airport safety.

Funding Source: 95% State Bond Funds and 5% Macomb Airway, Inc., Funds.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The consultant 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: 48096.

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

Contract (2011-0118) between MDOT and the City of Monroe will provide federal and state grant funds for the performance of design services for drainage improvements on runway 3/21 at the Monroe Custer Airport in Monroe, 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 \$17,500. Source of Funds: FAA Funds (via block grant) - \$16,625; State Bond Funds - \$437; City of Monroe Funds - \$438.

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

Purpose/Business Case: To provide for the development of engineering plans for drainage improvements on runway 3/21.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of Monroe 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: 48161.

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

Contract (2011-0119) between MDOT and the Shiawassee Airport Board will provide federal and state grant funds for the performance of design services for a ten-unit t-hangar and site preparation at the Owosso Community Airport in Owosso, 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 \$18,000. Source of Funds: FAA Funds (via block grant) - \$17,100; State Restricted Aeronautics Funds - \$450; Shiawassee Airport Board Funds - \$450.

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

Purpose/Business Case: To provide for the development of engineering plans for a ten-unit t-hangar and site preparation.

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

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Shiawassee Airport Board 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: 48867.

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

Contract (2011-0120) between MDOT and the Otsego County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the terminal apron, taxiway A, and the snow removal equipment (SRE) building at the Gaylord Regional Airport in Gaylord, 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 \$700,000. Source of Funds: FAA Funds (via block grant) - \$665,000; State Bond Funds - \$17,500; Otsego County Funds - \$17,500.

Criticality: This project will increase safety margins for aeronautical activities at the airport, in accordance with FAA operational safety guidelines.

Purpose/Business Case: To provide for the rehabilitation of the terminal apron, taxiway A, and the SRE building.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49735.

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

Contract (2011-0121) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the shifting and extension of runway 10/28 (phase III) at the Southwest Michigan Regional Airport in Benton Harbor, 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 \$2,600,000. Source of Funds: FAA Funds (via block grant) - \$2,470,000; State Restricted Aeronautics Funds - \$65,000; SMRAA Funds - \$65,000.

Criticality: The shifting and extension of the primary runway is essential to creating a safer and more efficient system.

Purpose/Business Case: To provide for the shifting and extension of runway 10/28 (phase III).

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

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

*Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

15. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2011-0123) between MDOT and the City of Grand Ledge will provide federal and state grant funds for the land acquisition costs of parcels 9 and 10 at the Abrams Municipal Airport in Grand Ledge, 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 \$625,862. Source of Funds: FAA Funds (via block grant) - \$594,568; State Bond Funds - \$15,647; City of Grand Ledge Funds - \$15,647.

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

Purpose/Business Case: To provide for the land acquisition costs of parcels 9 and 10.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of Grand Ledge 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: 48837.

16. AERONAUTICS AND FREIGHT (Aeronautics) – Land Acquisition

Contract (2011-0124) between MDOT and the City of Hillsdale will provide federal and state grant funds for the land acquisition costs for parcels 14 and 33 and the demolition costs for parcels 41 and 48 at the Hillsdale Municipal Airport in Hillsdale, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$157,895. Source of Funds: FAA Funds (via block grant) - \$150,000; State Bond Funds - \$3,947; City of Hillsdale Funds - \$3,948.

Criticality: Land acquisitions allow airports to meet FAA safety requirements. All airports are required to control Part 77 airspace around the airport and remove any obstructions. The property acquisitions will allow the airport to meet this federal requirement for safety.

Purpose/Business Case: To provide for the land acquisition costs for parcels 14 and 33 and the demolition costs for parcels 41 and 48.

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

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49242.

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

Contract (2011-0125) between MDOT and the City of Three Rivers will provide federal and state grant funds for the performance of design services for the rehabilitation of lighting on runways 5/23 and 9/27 at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$45,000. Source of Funds: FAA Funds (via block grant) - \$42,750; State Bond Funds - \$1,125; City of Three Rivers Funds - \$1,125.

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

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of lighting on runways 5/23 and 9/27.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The 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: 49093.

18. *AERONAUTICS AND FREIGHT (Aeronautics) - Airport Workshops and Training Programs

Contract (2011-0127) between MDOT and the Michigan Association of Airport Executives (MAAE) will provide for a grant under the Airports Program for the conduct of workshops and other training programs as approved by the MDOT project manager. Topics may include legislative issues affecting local airports, aviation safety issues, federal storm water regulations, Michigan Aeronautics Commission procedures and guidelines, and related subjects. The contract will be in effect from the date of award through one year. Source of Funds: State Restricted Aeronautics Funds - \$20,000.

Criticality: This project will provide educational training for the benefit of airport managers/staff, sponsors, and MDOT staff. The training will provide increased awareness of safety issues statewide and educational opportunities for those in decision-making positions at airport authorities, counties, and municipalities. In addition, the training workshops will provide a forum for the dissemination of time-critical information relative to airport safety, temporary flight restrictions, and regulations.

Purpose/Business Case: To provide for the conduct of educational workshops and other training programs for Michigan airport personnel and the administration of the small and rural aviation grant program.

Benefit: Increased awareness of issues affecting safety and security at Michigan airports, as well as a better understanding of legislative and procedural issues.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: Contract cost is based on an estimate with no fixed cost.

Risk Assessment: The risk of not conducting these workshops and training programs is an increased risk of safety-related incidents at Michigan airports. In addition, reduced legislative awareness could increase the likelihood of losing federal funding for airport improvements.

Cost Reduction: The costs to conduct the workshops and training programs were reviewed by MDOT personnel for appropriateness and further cost reductions. The costs were found to be reasonable.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

19. EXECUTIVE (Office of Economic Development) – Railroad Force Account Work

Authorization (11522-112898) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc., (CSX) will provide funding for Phase I of all work necessary to establish a new grade crossing of Graham Street in Benton Harbor, Michigan. Funding for this project is provided by Transportation Economic Development (TED) Category A Funds. The authorization will be issued under the provisions of the master agreement and Category A Application #996 submitted by a City of Benton Harbor dated August 7, 2006, and approved by MDOT on October 18, 2006. The project cost is estimated at \$1,706,911. Source of Funds: TED Category A Funds - \$1,706,911.

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State TED Funds- \$1,706,911.

Commitment Level: 100% state up to \$1,706,911. The authorization cost is based on CSX's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: Without this authorization, there could be a loss of development opportunities, and 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.

Selection: N/A.

New Project Identification: Improvement of existing structure.

Zip Code: 49022.

20. EXECUTIVE (Office of Economic Development) – Railroad Force Account Work

Authorization (70522-112899) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc., (CSX) will provide funding for Phase II of all work necessary to establish a new grade crossing of Graham Street in Benton Harbor, Michigan. Funding for this project is provided by Transportation Economic Development (TED) Category A Funds. The authorization will be issued under the provisions of the master agreement and a Category A Application #996 submitted by a City of Benton Harbor dated August 7, 2006 and approved by MDOT on October 18, 2006. The project cost is estimated at \$1,400,000. Source of Funds: TED Category A Funds - \$1,400,000.

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State TED Funds - \$1,400,000.

Commitment Level: 100% state up to \$1,400,000. The authorization cost is based on CSX's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: Without this authorization, there could be a loss of development opportunities.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred.

Selection: N/A.

New Project Identification: Improvement of existing structure.

Zip Code: 49022.

21. HIGHWAYS – Railroad Force Account Work

Master Agreement (2006-5076) between MDOT and Marquette Railway dated June 6, 2006, will provide for improvements under job number 108164 to a crossing on Highway US-31 in the City of Manistee, Manistee County, Michigan. The improvements will include upgrading the existing warning devices with new cantilevers, gates, and circuitry.

Estimated Funds:

Federal Highway Administration Funds	\$180,000
State Restricted Trunkline Funds	<u>\$ 20,000</u>
Total Funds	<u>\$200,000</u>

STR 51011 – 108164A
Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. Delaying this project could have an adverse effect on reducing vehicle/train crashes.

Purpose/Business Case: To enhance safety at the crossing.

Benefit: Increased safety by reducing potential vehicle/train accidents due to modernization of existing warning devices with new cantilevers and gates.

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 will not be decreased during train passage.

Cost Reduction: Improvements are on railroad property, and Marquette 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: 49660.

22. HIGHWAYS - Time Extension

Amendatory Contract (2007-0371/A3) between MDOT and Mixon/Hill of Michigan, Inc., will extend the contract term by five months to provide sufficient time for a seamless transfer of project information from the Data Use Analysis and Processing (DUAP) program to the DUAP-2 program, for which a contract is expected to be awarded in April 2011. A safe, clean transfer of data is needed for the next phase of services. The original contract provides for an evaluation of the usage and impact of the Vehicle Infrastructure Integration (VII) program using the DUAP program. The revised contract term will be February 15, 2007, through August 31, 2011. The contract amount remains unchanged at \$3,500,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This amendment will provide sufficient time for a seamless transfer of project information from the DUAP program to the DUAP-2 program. The vendors will work together for about five months to ensure that all data collection sources and equipment are transferred without gaps in collection protocols or communication applications.

Purpose/Business Case: To provide sufficient time for the transfer of critical project information from the DUAP program to the DUAP-2 program, for which contract award is expected in April 2011.

Benefit: The additional time will allow the transfer of essential project information without gaps and will allow the current vendor to transfer information and hand off critical project hardware, software, and data collection resources to the DUAP-2 vendor.

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

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

Risk Assessment: If this amendment is not approved and the additional time is not provided, data gaps and collection disconnects will result, data processing and analysis will stop, and the DUAP-2 vendor will be required to expend additional resources to reconfigure those data collection applications.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

23. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z4/R1) under Contract (2008-0194) between MDOT and Northwest Consultants, Inc., will provide for the performance of additional design services, will increase the authorization amount by \$70,426.14, and will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional services are for additional traffic staging, a four- to three-lane conversion, and preliminary layout and determination of right-of-way impacts for potential roundabout. The original authorization provides for design services to be performed for rehabilitation/reconstruction of the I-94 business loop (BL) from the west junction of I-94 to Main Street, Washtenaw County (CS 81101 - JN 87521C). The revised authorization term will be October 23, 2008, through April 1, 2012. The revised authorization amount will be \$552,374.72. The contract term is April 2, 2008, through April 1, 2012. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This project is included in the MDOT's Five Year Plan. The additional design services and time are needed to deliver the project on time and maintain the construction schedule.

Purpose/Business Case: To provide for the performance of additional design services and to extend the authorization term by one year. The additional services are for additional traffic staging, a four- to three-lane conversion, and preliminary layout and determination of right-of-way impacts for a potential roundabout.

Benefit: This project will improve pavement condition and drainage and provide a safer and more efficient roadway.

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

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

Risk Assessment: If the services are not performed, the existing pavement and roadway drainage will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will be jeopardized.

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

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

New Project Identification: This is not a new project.

Zip Code: 48103.

24. HIGHWAYS - Time Extension

Amendatory Contract (2008-0245/A1) between MDOT and Trauner Consulting Services, Inc., will extend the contract term by six months to provide sufficient time for the consultant to complete the 2010 Standard Specifications for Construction. The additional time is needed because of the complexity of the reorganization of Division 1 of the specifications. The original contract provides for the development of the 2010 Standard Specifications for Construction for use by MDOT in conjunction with highway construction projects. The revised contract term will be May 19, 2008, through October 30, 2011. The contract amount remains unchanged at \$1,244,126.47. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The contract will expire on April 30, 2011. The additional time will allow the consultant to complete the 2010 Standard Specifications for Construction. The MDOT Standard Specifications for Construction is one of the primary documents governing the administration of MDOT's road and bridge construction program. The standard specifications must be revised periodically in order to incorporate new contract award and administration requirements, construction methods, and construction materials specifications. The last time this document was revised was in 2003. When complete, the 2010 edition will be in effect for seven to ten years.

Purpose/Business Case: To extend the contract term by six months to provide sufficient time for the consultant to complete the 2010 Standard Specifications for Construction. The additional time is needed because of the complexity of the reorganization of Division 1 of the specifications. The revisions to Division 1 required meetings with internal and external partners to ensure accuracy. The additional time will allow the consultant to complete the final editing and printing preparation.

Benefit: This amendment will provide sufficient time for the consultant to complete the 2010 Standard Specifications for Construction with input from MDOT staff, other stakeholders, and road and bridge construction experts.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this amendment is not approved, the consultant will not be able to complete the 2010 Standard Specifications for Construction, and the current practice of incorporating necessary changes to the specifications on a project-by-project basis, with its inherent statewide inconsistencies, will continue. This could result in higher construction costs for MDOT.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

25. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z19/R2) under Contract (2008-0287) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by approximately six months to allow the consultant to continue to provide design services during construction for the widening and reconstruction of I-94 from Oakland Drive to Lovers Lane in Kalamazoo County. The additional time is needed to align the design services during construction with the construction project; the design services during construction were inadvertently scheduled for a shorter period than the construction services. The original authorization provides for the performance of design services during construction for the widening and reconstruction of I-94 from Oakland Drive to Lovers Lane in Kalamazoo County (CS 39024 - JN 105128A). The revised authorization term will be May 7, 2009, through December 31, 2011. The authorization amount remains unchanged at \$85,264.93. The contract term is June 17, 2008, through December 31, 2011. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

Criticality: The consultant will continue to provide timely design assistance for problems that may arise during the construction of the project. The design consultant's oversight will help to ensure that the project is constructed in accordance with design plans and specifications and in a timely and cost effective manner.

Purpose/Business Case: To allow the consultant to continue to provide design services during construction for the widening and reconstruction of I-94 from Oakland Drive to Lovers Lane in Kalamazoo County.

Benefit: The consultant will continue to provide necessary design services during construction to resolve any unforeseen problems that may arise in a timely manner, which will prevent additional construction costs.

Funding Source: 100% Federal Highway Administration Funds (ARRA).

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

Risk Assessment: If this revision is not approved and continued design services during construction are not provided, timely design assistance for problems that may arise during construction may not be provided and an opportunity will be lost to reduce the costs of construction activities.

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: 49001.

26. HIGHWAYS – Time Extension

Amendatory Contract (2009-0041/A1) between MDOT and HNTB Michigan, Inc., will extend the contract term by six months to provide for an additional six months of the Intelligent Transportation System (ITS) system management services. The additional time is needed because of project delays due to equipment changes and inclement weather. The original contract provides for the performance of ITS system manager services, including oversight of the installation and integration of ITS field devices along I-75 and I-475 in Genesee County. System manager services provide construction oversight to ensure that the system functions as designed and that all components meet state and federal specifications. The revised contract term will be October 28, 2008, through December 31, 2011. The contract amount remains unchanged at \$413,257.71. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This amendment will allow the consultant to continue to provide ITS system management services for the oversight of the ITS project. System manager services provide construction oversight to ensure that the system functions as designed and that all components meet state and federal specifications.

Purpose/Business Case: To extend the contract term by six months to provide for an additional six months of the ITS system management services, including oversight of the installation and integration of ITS field devices, system test witnessing, and ITS device procurement management.

Benefit: This amendment will allow the consultant to continue to provide needed oversight through the completion of the ITS project. The project will provide for enhanced traffic management operations, including providing drivers with real-time travel and incident information, to reduce congestion and increase roadway safety.

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

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

Risk Assessment: If this amendment is not approved and the project is not completed, an opportunity will be lost to enhance traffic management operations, reduce congestion and user delays, and increase roadway safety.

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: 48052.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2009-0403) between MDOT and Access Engineering, Inc., will provide for design services to be performed for the milling and resurfacing of I-94 from 11 Mile Road to Masonic Boulevard in the cities of Roseville and St. Clair Shores, Macomb County (CS 50111 - JN 89091C). The project length is approximately three miles. The work items will include the performance of design surveys, preparation of required plans, conduct of a crash analysis and safety review, and computation and verification of all plan quantities. The authorization will be in effect from the date of award through April 26, 2012. The authorization amount will be \$364,630.67. The contract term is April 27, 2009, through April 26, 2012. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This is a major trunkline milling and resurfacing project. This authorization will provide for the preparation of necessary maintenance of traffic and staging plans.

Purpose/Business Case: To provide for design services to be performed for the milling and resurfacing of I-94 from 11 Mile Road to Masonic Boulevard in the cities of Roseville and St. Clair Shores, Macomb County. The project length is approximately three miles.

Benefit: The project will improve the pavement condition and drainage of the roadway.

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

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

Risk Assessment: If this authorization is not approved, the project will be delayed and alternate repairs and additional maintenance could be required at an increased cost.

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: 48066.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2010-0041) between MDOT and Great Lakes Engineering Group, LLC, will provide for as-needed inspection and testing services to be performed for construction projects in the Jackson Transportation Service Center (TSC) service area. The work items will include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 18, 2012. The authorization amount will be \$242,527.33. The contract term is November 19, 2009, through November 18, 2012. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for construction projects in the Jackson TSC service area.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in high quality products. 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: If this authorization is not approved, the projects may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49201.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2010-0210) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for the rehabilitation of bridges along I-96 over M-11 (28th Street) in Cascade Township, Kent County (CS 41024 - JN 106264A). The work items will include project administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The authorization will be in effect from the date of award through May 4, 2013. The authorization amount will be \$171,199.38. The contract term is May 5, 2010, through May 4, 2013. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Full construction engineering services are required during construction by federal law and are required to meet the demands of the project on time.

Purpose/Business Case: To provide for full construction engineering services to be performed for the rehabilitation of bridges along I-96 over M-11 (28th Street) in Cascade Township, Kent County.

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z21) under Contract (2010-0210) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for as-needed inspection and testing services to be performed for construction projects in the Oakland Transportation Service Center (TSC) service area. The authorization will be in effect from the date of award through May 4, 2013. The authorization amount will be \$388,921.86. The contract term is May 5, 2010, through May 4, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Inspection and testing services are critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is maintained and not jeopardized on future projects.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for construction projects in the Oakland TSC service area.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in high quality products. 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: If this authorization is not approved, the projects may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48341.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2010-0353) between MDOT and Rowe Professional Services Company will provide for as-needed technical assistance services to be performed for the Cass City Transportation Service Center (TSC) at various locations in Huron, Sanilac, and Tuscola Counties. The work items will include project administration and preparation and documentation of project records. The authorization will be in effect from the date of award through August 3, 2013. The authorization amount will be \$114,320.11. The contract term is August 4, 2010, through August 3, 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 Cass 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 Cass City TSC at various locations in Huron, Sanilac, and Tuscola Counties. The services will cover the 2011 construction season.

Benefit: Will provide for project 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 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: 48726.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2011-0096) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of as-needed construction assistance services, including final project reviews and technical assistance for Disadvantaged Business Enterprise (DBE) vendors, in the Bay Region. The services will include final estimate reviews, prevailing wage assistance, and completion of documentation for the project review process for local government projects. The authorization will be in effect from the date of award through the expiration date of the IDS contract. The authorization amount will be \$375,796.18. The contract will be in effect from the date of award through three years. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The services will help to fulfill federal requirements for final reviews of local government projects with state and federal funding and for DBE services.

Purpose/Business Case: To provide for the performance of as-needed construction assistance services, including final project reviews and technical assistance for DBE vendors, in the Bay Region. The services will include final estimate reviews, prevailing wage assistance, and completion of documentation for the project review process for local government projects.

Benefit: The services will help to fulfill federal requirements for final reviews of local government projects with state and federal funding and for DBE services.

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

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

Risk Assessment: If the authorization is not approved, the services may not be provided in a timely manner and federal requirements 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: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

33. *HIGHWAYS – Inspection and Testing Services

Contract (2011-0115) between MDOT and Tetra Tech of Michigan, P.C.. will provide for as-needed inspection and testing services to be performed for the reconstruction of roads and bridges between the I-94/I-69 interchange and the Blue Water Bridge and for the reconstruction of five structures over I-94/I-69 and the Black River in Port Huron Township, St. Clair County. The work items will include inspection; quality assurance testing and reporting; and measurement, computation and documentation of quantities. The contract will be in effect from the date of award through March 14, 2013. The contract amount will be \$835,870.53. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the reconstruction of roads and bridges between the I-94/I-69 interchange and the Blue Water Bridge and for the reconstruction of five structures over I-94/I-69 and the Black River in Port Huron Township, St. Clair County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

34. HIGHWAYS - IDS Engineering Services
Contract (2011-0126) between MDOT and Alpine 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.
35. HIGHWAYS - IDS Engineering Services
Contract (2011-0128) between MDOT and American Consulting Professionals of Michigan, PLLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
36. HIGHWAYS - IDS Engineering Services
Contract (2011-0129) between MDOT and Associated Engineers and Surveyors, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
37. HIGHWAYS - IDS Engineering Services
Contract (2011-0130) between MDOT and Boss Engineering Company will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
38. HIGHWAYS - IDS Engineering Services
Contract (2011-0131) between MDOT and CC Land Surveying, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
39. HIGHWAYS - IDS Engineering Services

Contract (2011-0132) between MDOT and Delcan Corporation will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

40. HIGHWAYS - IDS Engineering Services

Contract (2011-0133) between MDOT and Dixon Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

41. HIGHWAYS - IDS Engineering Services

Contract (2011-0135) between MDOT and Engineering Services, 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 \$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.

42. HIGHWAYS - IDS Engineering Services

Contract (2011-0136) between MDOT and Exxel 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 \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

43. HIGHWAYS - IDS Engineering Services

Contract (2011-0137) between MDOT and Giffels, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

44. HIGHWAYS - IDS Engineering Services
Contract (2011-0138) between MDOT and Golder Associates Michigan, Inc., Golder Associates will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
45. HIGHWAYS - IDS Engineering Services
Contract (2011-0139) between MDOT and Great Lakes Soil & Environmental 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 \$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.
46. HIGHWAYS - IDS Engineering Services
Contract (2011-0140) between MDOT and Iteris Michigan, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
47. HIGHWAYS - IDS Engineering Services
Contract (2011-0141) between MDOT and KPM Engineering, PLLC, 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.
48. HIGHWAYS - IDS Engineering Services
Contract (2011-0142) between MDOT and KTA-Tator, 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 (2011-0143) between MDOT and Landwise, 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 \$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.
50. HIGHWAYS - IDS Engineering Services
Contract (2011-0144) between MDOT and Lehner Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$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.
51. HIGHWAYS - IDS Engineering Services
Contract (2011-0145) between MDOT and Livingston Engineering, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
52. HIGHWAYS - IDS Engineering Services
Contract (2011-0146) between MDOT and May & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
53. HIGHWAYS - IDS Engineering Services
Contract (2011-0147) between MDOT and McDowell & Associates 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.

54. HIGHWAYS - IDS Engineering Services
Contract (2011-0148) between MDOT and Michael L. Priest and Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$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.
55. HIGHWAYS - IDS Engineering Services
Contract (2011-0149) between MDOT and Michigan Survey Specialists, 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 \$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.
56. HIGHWAYS - IDS Engineering Services
Contract (2011-0150) between MDOT and Monument 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.
57. HIGHWAYS - IDS Engineering Services
Contract (2011-0151) between MDOT and North Country 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 \$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.
58. HIGHWAYS - IDS Engineering Services
Contract (2011-0152) between MDOT and Nylander 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 \$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.

59. HIGHWAYS - IDS Engineering Services
Contract (2011-0153) between MDOT and Project Control 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.
60. HIGHWAYS - IDS Engineering Services
Contract (2011-0154) between MDOT and Schleede-Hampton Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$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.
61. HIGHWAYS - IDS Engineering Services
Contract (2011-0155) between MDOT and Sigma Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$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.
62. HIGHWAYS - IDS Engineering Services
Contract (2011-0156) between MDOT and Soils & Structures, 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 \$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.
63. HIGHWAYS - IDS Engineering Services
Contract (2011-0157) between MDOT and Technical Service Professionals, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

64. HIGHWAYS - IDS Engineering Services
Contract (2011-0158) between MDOT and Telvent Farradyne Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
65. HIGHWAYS - IDS Engineering Services
Contract (2011-0159) between MDOT and TES Tech, 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 \$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.
66. HIGHWAYS - IDS Engineering Services
Contract (2011-0160) between MDOT and Traffic Analysis & Design, 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.
67. HIGHWAYS - IDS Engineering Services
Contract (2011-0161) between MDOT and Transcore ITS-Michigan, P.C., 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.
68. HIGHWAYS - IDS Engineering Services
Contract (2011-0162) between MDOT and TriMedia Environmental and Engineering Services, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

69. HIGHWAYS - IDS Engineering Services
Contract (2011-0163) between MDOT and Tucker, Young, Jackson, Tull, 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.
70. HIGHWAYS - IDS Engineering Services
Contract (2011-0164) between MDOT and Washtenaw Engineering Company will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
71. HIGHWAYS - IDS Engineering Services
Contract (2011-0165) between MDOT and Wiss Janney Elstner Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
72. HIGHWAYS - IDS Engineering Services
Contract (2011-0167) between MDOT and Wolverine Engineers & Surveyors, 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 \$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.
73. HIGHWAYS - IDS Engineering Services
Contract (2011-0168) between MDOT and Zeimet Wozniak & Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$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.

74. HIGHWAYS - IDS Engineering Services
Contract (2011-0169) between MDOT and Ziemnick Foster Engineering, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
75. HIGHWAYS - IDS Engineering Services
Contract (2011-0170) between MDOT and Access 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.
76. HIGHWAYS - IDS Engineering Services
Contract (2011-0171) between MDOT and CTI and Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
77. HIGHWAYS - IDS Engineering Services
Contract (2011-0172) between MDOT and Landscape Architects and Planners, 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.
78. HIGHWAYS - IDS Engineering Services
Contract (2011-0173) between MDOT and Muxlow Surveying Services, LLC, Muxlow Surveying & Engineering 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.

79. HIGHWAYS - IDS Engineering Services
Contract (2011-0174) between MDOT and Otwell Mawby Geotechnical, P.C., 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.
80. HIGHWAYS - IDS Engineering Services
Contract (2011-0175) between MDOT and Professional Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
81. HIGHWAYS - IDS Engineering Services
Contract (2011-0176) between MDOT and RS Engineering, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
82. HIGHWAYS - IDS Engineering Services
Contract (2011-0177) between MDOT and U.P. Engineers & Architects, 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.
83. HIGHWAYS - IDS Engineering Services
Contract (2011-0178) between MDOT and TTL Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

84. HIGHWAYS - IDS Engineering Services

Contract (2011-0179) between MDOT and Westshore Consulting 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.

85. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2011-5020) between MDOT and the Alger County Road Commission will provide for participation in the following improvements:

Culvert replacement and guardrail installation work at Finns Spur Road over Bohemian Creek.

Estimated Funds:

Federal Highway Administration Funds	\$75,147
Alger County Road Commission Funds	<u>\$18,787</u>
Total Funds	<u>\$93,934</u>

STH 02609 - 108783

Local Force Account

Criticality: This work is intended to prevent flooding of the project area and to protect vehicular traffic.

Purpose/Business Case: To improve drainage and enhance roadside safety.

Benefit: Improved drainage and increased roadside safety.

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

Commitment Level: 80% federal, 20% Alger County Road Commission.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49816.

86. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2011-5073) between MDOT and the Washtenaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Transportation Economic Development (TED) Category A Funds:

PART A

Resurfacing work along James L. Hart Parkway from Frank Daniels Drive to Huron Street.

PART B

Resurfacing work along Textile Road from Bridge Road to approximately 300 feet west of Rawsonville Road.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted TED Funds	\$241,200	\$220,000	\$461,200
Washtenaw County Road Commission Funds	<u>\$ 88,800</u>	<u>\$ 63,300</u>	<u>\$152,100</u>
Total Funds	<u>\$330,000</u>	<u>\$283,300</u>	<u>\$613,300</u>

EDA 81522 – 112181, 112934
Local Letting

Criticality: Public Act 231 provides for the use of TED Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State TED Funds and Washtenaw County Road Commission Funds.

Commitment Level: 74% state up to \$241,200 and the balance by the Washtenaw County Road Commission for Part A; 78% state up to \$220,000 and the balance by the Washtenaw County Road Commission for Part B; based on estimate.

Risk Assessment: Without this contract, there could be a loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadways.

Zip Code: 48197.

87. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z18/R1) under Master Agreement (2007-0175) between MDOT and the Benzie Transportation Authority (BTA) will add line items for the purchase of land and security equipment and for the performance of architectural and engineering services and will adjust funding among the line items to fund the new items. BTA is building a maintenance garage (Phase I of the project) and remodeling an existing building to be used as its administration building (Phase II). The security equipment is needed for the new administration facility. The original authorization provides state matching funds for BTA's FY 2010 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, from the effective date of the federal grant through three years. The authorization amount remains unchanged at \$1,237,500. The toll credit amount remains unchanged at \$10,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,000,000; FY 2010 State Restricted Comprehensive Transportation Funds - \$237,500.

Criticality: Approval of this revision will allow BTA to purchase the additional easement and needed security equipment for the new facility and to provide for the performance of architectural and engineering services for Phase II of the project.

Purpose/Business Case: To add line items for a land purchase, security equipment, and architectural and engineering services and to adjust funding among the line items.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,000,000; FY 2010 State Restricted Comprehensive Transportation Funds - \$237,500.

Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 49617.

88. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization Revision (Z3/R2) under Master Agreement (2007-0266) between MDOT and the Newaygo County Board of Commissioners will extend the authorization term by six months to provide sufficient time for the county to complete the project. The needs study was delayed because it took longer to set up a technical committee to oversee the project than originally anticipated. A technical committee has been established and a consultant has been hired to conduct the study. The extension is requested because the consultant has expressed a need for additional time to complete a thorough study. The original authorization provides state matching funds for the FY 2008 Federal Section 5304 State Planning and Research Program grant. The revised authorization term will be April 21, 2009, through October 20, 2011. The authorization amount remains unchanged at \$100,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$80,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$20,000.

Criticality: This revision will provide sufficient time for the county to complete the transportation needs study, which is necessary for the transportation infrastructure.
Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for the county to complete the needs study.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$80,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$20,000.
Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 49349.

89. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization Revision (Z7/R2) under Master Agreement (2008-0046) between MDOT and People's Express (PEX), which provides service in Washtenaw County, will extend the authorization term by one year to provide sufficient time for PEX to complete the procurement of two replacement vehicles. The procurement was delayed because the MiDeal contract that PEX plans to utilize was not awarded by November 2010 as expected; it is now expected that the MiDeal contract will be awarded in spring 2011. The original authorization provides state matching funds for PEX's FY 2010 Federal Section 5316 Job Access and Reverse Commute Program grant. The revised authorization term will be October 1, 2009, through March 29, 2012. The authorization amount remains unchanged at \$256,004. The term of the master agreement is from October 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2008 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$163,402; FY 2010 State Restricted Comprehensive Transportation Funds - \$92,602.

Criticality: Approval of this revision will allow PEX to purchase two replacement vehicles to provide for safe, efficient transportation of individuals to and from their places of employment.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for PEX to procure replacement revenue vehicles.

Benefit: Increased public safety through improved transportation.

Funding Source: FTA Funds - \$163,402; FY 2010 State Restricted Comprehensive Transportation Funds - \$92,602.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48189.

90. *TRANSPORTATION PLANNING – Increase Services and Amount, Renew and Extend
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 approximately nine months, will provide for the conduct of additional mature driver workshops, and will increase the contract amount by \$43,000. The original contract 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, 2007, from November 26, 2007, through September 30, 2010, and from the date of award of this amendment through December 15, 2011. No costs will be incurred between September 30, 2010, and the date of award of this amendment. The revised contract amount will be \$301,000. Source of Funds: Federal Highway Administration Funds - \$240,800; State Restricted Trunkline Funds - \$60,200.

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 just fewer than 2 million to over 3.5 million. The expected increases in driving by 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 educate mature drivers on how 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.

91. *TRANSPORTATION PLANNING – Time Extension

Retroactive Amendatory Contract (2010-0409/A1) between MDOT and Opus International Consultants, Inc., will extend the contract term by approximately six months to provide sufficient time for the consultant to complete the services (75 days retroactive). The additional time is needed because the award of the original contract was delayed. The original contract, which expired on December 31, 2010, provided for the development of a sample Asset Management Plan and revisions to the existing *Asset Management Guide for Local Agencies in Michigan*. The revised contract term will be August 18, 2010, through June 30, 2011. The contract amount remains unchanged at \$74,997.89. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Comprehensive Transportation Funds.

This amendment is retroactive because of a delay in obtaining consultant signature and because of an administrative oversight.

Criticality: This amendment will provide sufficient time for the consultant to complete the project. The tools provided by this project will help the local agencies to meet the requirements of Act 51 (PA 499 and PA 199), which requires state and local government agencies to adopt and follow an asset management process as prescribed by the Transportation Asset Management Council (TAMC).

Purpose/Business Case: To extend the contract term by approximately six months to provide sufficient time for the consultant to complete the services. The revision of the *Asset Management Guide for Local Agencies in Michigan* and the development of the sample asset management plan that is consistent with the TAMC's revised asset management process will be used by counties, cities, and villages in developing their own plans.

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

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

Commitment Level: Milestone payment basis.

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

Cost Reduction: Milestone payment basis.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

EXTRAS

92. **Extra 2011-33**

Control Section/Job Number: 45011-79023 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Davis Construction, Inc.
5236 Dumond Ct, Suite A
Lansing, Michigan 48917-6001

Designed By: MDOT
Engineer's Estimate: \$2,748,416.00

Description of Project:

Bridge replacement with approach widening and maintaining traffic on M-22 over the Glen Lake Narrows south of the village of Glen Arbor, Leelanau County.

Administrative Board Approval Date:	October 7, 2008	
Contract Date:	November 13, 2008	
Original Contract Amount:	\$3,370,880.22	
Total of Overruns/Changes (Approved to Date):	(65,606.08)	- 1.95%
Total of Extras/Adjustments (Approved to Date):	52,642.43	+ 1.56%
Total of Negative Adjustments (Approved to Date):	(2,000.00)	- 0.06%
THIS REQUEST	<u>225,000.00</u>	+ 6.67%
Revised Total	<u>\$3,580,916.57</u>	+ 6.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract (0.45%) under the original budget for an **Authorized to Date Amount** of \$3,355,916.57.

Approval of this extra will place the authorized status of the contract 6.22% or \$210,036.35 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 16

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

CM 16		
<u>Removing Portions of Unknown Structures</u>	225,000.00 Dlr @ \$1.00/Dlr	<u>\$225,000</u>
Total		<u>\$225,000</u>

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

CM 16

During removal of the existing structure it became apparent that the plans did not accurately represent the existing structure, and subsurface conditions in the locations of the proposed substructure units. The first known structure built in this location was a wooden bridge with a lift span constructed in 1870. The second structure was a steel pony truss constructed in 1905. The third structure was built during the period of 1928-1931. Historic plans of previous structures are unavailable due to destruction in a fire that consumed old records many years ago. Design of this new structure was based on the best available information.

The existing footings encountered in the field were substantially lower than shown on the plans, and portions of prior structures and a variety of materials were encountered throughout the proposed cofferdam areas. Large timbers, reinforced concrete masses, steel encased concrete masses, etc., (not shown on the plans), were removed to permit construction of the new foundations, including cofferdams, piling, and footings. These items were buried deep into the channel bottom and under the footings of the existing structure. These items are believed to be remnants of prior structures. The nature and size of the items encountered required the contractor to provide additional equipment to complete the removal work. This removal work is included as part of the item Structures, Rem Portions (B01 of 45011). The Engineer's estimate for this item was \$271,600. The contractor bid \$137,641 based on the information shown on the plans.

In addition to submitting the required contract Progress Schedule, the contractor provided detail in a critical path format prior to the start of work. These documents reasonably showed the installation of the cofferdam for abutment B to be complete by January 27, 2009. Due to the obstructions encountered requiring the additional removal, this work was not complete until March 6, 2009. The same scenario resulted for abutment A. The anticipated cofferdam completion date of March 19, 2009 was delayed to May 11, 2009.

Project records document the days spent removing the unknown obstructions which severely hampered the anticipated progress of the work; the records include photographs of the objects encountered. Although the contractor fell significantly behind schedule, the project was completed on October 29, 2009, only 26 days later than the original contract completion date of October 3, 2009. This further supports the efforts of the contractor to accelerate the work.

The extra cost for Removing Portions of Unknown Structures 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 process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on March 15, 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: 79023A: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, the lowest bidder was 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: 49636.

93. **Extra 2011-34**

Control Section/Job Number: 20012-79594 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: M & M Excavating Company
17 Old State Road
Gaylord, Michigan 49735-7655

Designed By: MDOT
Engineer's Estimate: \$4,878,378.63

Description of Project:

0.87 mi of hot mix asphalt reconstruction and widening, storm sewer, sanitary sewer and watermain reconstruction, structure resurfacing, traffic signal work, streetscaping, pavement marking, sidewalk work and minor landscaping on I-75BL from M-72 East northerly to M-72 West in the city of Grayling, Crawford County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	January 20, 2009	
Contract Date:	February 05, 2009	
Original Contract Amount:	\$4,321,403.76	
Total of Overruns/Changes (Approved to Date):	33,488.42	+ 0.77%
Total of Extras/Adjustments (Approved to Date):	293,588.06	+ 6.79%
Total of Negative Adjustments (Approved to Date):	(50,872.15)	- 1.18%
THIS REQUEST	<u>5,267.85</u>	+ 0.12%
Revised Total	<u>\$4,602,875.94</u>	+ 6.50%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.38% over the original budget for an **Authorized to Date Amount** of \$4,597,608.09.

Approval of this extra will place the authorized status of the contract 6.50% or \$281,472.18 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-099	9 r.2	\$64,409.84	08/03/10

Contract Modification Number(s): 12 r.2

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 12		
_Sprinkler Repair	1.00 LS @ \$5,267.85/LS	<u>\$5,267.85</u>
Total		<u>\$5,267.85</u>

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

CM 12

Construction activities led to the damage of a number of irrigation and sprinkler systems outside of the right of way, but within the grading limits of the project. These systems were not shown on the plans and were in areas where the contractor was working under a grading permit or easement. Damage to these systems was unforeseeable due to subsurface site conditions. The contractor was directed by the engineer to repair the damaged systems. The contractor contacted each property owner and utilized the company that maintained each system to complete the repairs. The extra cost for _Sprinkler Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other projects.

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

This Extra is recommended for approval by the State Administrative Board on March 15, 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 timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulation.

Funding Source: FHWA, 80.52%; State Restricted Trunkline, 14.83%; City of Grayling, 4.65%, unless otherwise noted.

Commitment Level: The project was advertised for bids, the lowest bidder was 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: 49738.

94. **Extra 2011-35**

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 Road
Ludington, Michigan 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):	203,740.97	+ 6.94%
Total of Extras/Adjustments (Approved to Date):	233,287.39	+ 7.95%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>9,170.41</u>	<u>+ 0.31%</u>
Revised Total	<u>\$3,382,370.54</u>	+ 15.20%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.89% over the original budget for an **Authorized to Date Amount** of \$3,373,200.13.

Approval of this extra will place the authorized status of the contract 15.20% or \$446,198.77 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
2011-01	14	\$11,995.20	01/18/11

Contract Modification Number(s): 17

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

CM 17		
<u>Repair Barrier Wall on EB M-43 over GTW Railroad</u>	9,170.41 Dlr @ \$1.00/Dlr	<u>\$9,170.41</u>
Total		<u>\$9,170.41</u>

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

CM 17

The Contractor repaired the barrier wall on bridge structure (R01 of 33082) located eastbound M-43 over the GTW Railroad. Due to temperature heat expansion, the bridge structural expansion joint on R01 of 33082 did not allow for sufficient movement in this area, therefore the concrete around the area failed. The spalled (broken) concrete area was approximately 10 feet in each direction. The contractor was directed to repair the area. The cost for the Repair Barrier Wall on EB M-43 over GTW Railroad was based on Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra.

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

This Extra is recommended for approval by the State Administrative Board on March 15, 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.

95. **Extra 2011-36**

Control Section/Job Number: 39022-105128 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Company
P. O. Box 930129
Wixom, Michigan 48393-0129

Designed By: Parsons Brinckerhoff, Inc
Engineer's Estimate: \$47,897,360.63

Description of Project:

1.90 mi of roadway reconstruction and widening, replacement of 4 bridges, construction of screening walls, retaining walls, drainage, maintenance of traffic, permanent signing, pavement markings, and traffic signal work on I-94 from east of Oakland Drive to east of Lovers Lane in the city of Portage, Kalamazoo County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	May 5, 2009	
Contract Date:	June 5, 2009	
Original Contract Amount:	\$43,861,323.62	
Total of Overruns/Changes (Approved to Date):	(4,698,984.25)	- 10.71%
Total of Extras/Adjustments (Approved to Date):	4,131,069.27	+ 9.42%
Total of Negative Adjustments (Approved to Date):	(200,000.00)	- 0.46%
THIS REQUEST	<u>26,705.83</u>	+ 0.06%
Revised Total	<u>\$43,120,114.47</u>	- 1.69%

Offset Information

Total Offsets This Request	(\$48,488.22)	- 0.11%
Net Revised Request	(\$21,782.39)	- 0.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract -1.75% under the original budget for an **Authorized to Date Amount** of \$43,093,408.64.

Approval of this extra will place the authorized status of the contract -1.69% or (\$741,209.15) under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-097	5	\$3,212,317.01	06/03/10
2010-146	6, 7	\$835,801.46	11/03/10

Contract Modification Number(s): 8 r.1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

_ Dr Structure, Temp Lowering	4.00 Ea @ \$289.00/Ea	\$1,156.00
_ Restocking Fee for Unused Sewer, 48 inch	2,964.35 Dlr @ \$1.00/Dlr	2,964.35
_ S01-Deck Plan Changes	11,065.48 Dlr @ \$1.00/Dlr	11,065.48
_ Underdrain, Subbase, 4 inch	4,000.00 Ft @ \$2.88/Ft	<u>11,520.00</u>
Total		<u>\$26,705.83</u>

CM 8 Offset Information

_ Culv End Sect, Conc, 48 inch	-2.00 Ea @ \$1,679.52/ Ea	(\$3,359.04)
_ Culv, Rem, 24 inch to 48 inch	-1.00 Ea @ \$309.21/Ea	(309.21)
_ Sewer, CI E, 48 inch, Tr Det C	-309.00 Ft @ \$102.33/Ft	(31,619.97)
_ Underdrain, Pipe, Open-Graded, 6 inch	-4,000.00 Ft @ \$3.30/Ft	(13,200.00)
Total		<u>(\$48,488.22)</u>

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

CM 8

The existing utility and storm structures needed to be temporarily lowered to open the roadway for traffic for the winter maintaining traffic stage. There are no offsetting work items. The extra cost for _Dr. Structure, Temp Lowering was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

A restocking fee by the contractor/supplier was deemed necessary by the engineer for unused 48-inch sewer pipe for a culvert just east of the bridge reference point A at structure R02, located at project station 1526+11 on Eastbound I-94. When excavating to replace a 48-inch concrete storm sewer it was determined that due to the storm sewer pipe being misaligned, removal of the existing culvert could harm other structures. After further evaluation, the existing sewer pipe was determined acceptable to remain in place. This restocking cost is offset by the reduction of original sewer related items of planned for this work area. The elimination of these work items is deemed acceptable in accordance with Section 109.05 of the 2003 Standard Specifications for Construction. The extra cost for _Restocking Fee for Unused Sewer, 48 inch 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 process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

Following a review of the as-erected tub girder elevations, it was determined that the bridge deck haunch depths were larger than anticipated, which further required larger angles to support the stay-in-place forms. Plan Revision B-3 added additional steel reinforcement and increased the shear developer length. This additional work is detailed on project Work Order #18 and Plan Revision B-3. The determination as to whether the extra item, S01 Deck Changes, is a design error has not yet been determined. The item, S01 Deck Changes, includes the extra work related to the Eastbound I-94 S01 structure, which was constructed during the 2010 season. A similar structure will be constructed on Westbound I-94 in the 2011 season. Currently the design consultant, Parsons Brinckerhoff (PB), and MDOT are reviewing the design of the proposed Westbound I-94 structure. MDOT requested PB review its design to ensure similar issues do not occur again on this season's construction, and to anticipate and prevent any new issues in an effort to prevent or minimize any extra costs. To aid in determining the cause of these extra costs, project staff is waiting on the results of the design review. If these issues are determined to be a design error, the cost of this extra work has been documented and any future related extra work, if needed, will be documented so it can be recovered from the design consultant. The cost recovery validity is being reviewed by the MDOT Lansing Bridge Design Project Engineer and MDOT Kalamazoo Transportation Service Center Road Design Project Engineer. The extra cost for _S01-Deck Plan Changes 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 process. The costs were deemed reasonable based on comparison to the

certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

The Contractor proposed a 4-inch underdrain in lieu of 6-inch, which would benefit the project design by increasing the pipe cover (reduced vehicle load stress on pipe) and to improve constructability. The subbase underdrain is a component of the roadway section by removing the water from the roadbed. Any damage or collapse of this subbase system will hold water, saturate the soil, and the area will be susceptible to premature soil structure failure. On this project, this underdrain will also be used to remove water in the soil along the Mechanical Stabilized Earth Wall which was added in Value Engineering Change Proposal #1. This item is offset with the proposed 6 inch underdrain noted above. The extra cost for Underdrain, Subbase, 4 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

This Extra is now recommended for approval by the State Administrative Board on March 15, 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: 49663.

96. **Extra 2011-37**

Control Section/Job Number:	63002-102634	Local Agency Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Rd Shelby Township, Michigan 48315-2707	
Designed By:	Spalding DeDecker Associates, Inc.	
Engineer's Estimate:	\$2,476,125.14	
Description of Project:		

Bridge removals and replacements, related approach work, hot mix asphalt paving, and guardrail placement on Parkdale Road and on Tienken Road over Stoney Creek in the city of Rochester Hills, Oakland County.

Administrative Board Approval Date:	April 20, 2010	
Contract Date:	May 5, 2010	
Original Contract Amount:	\$2,196,369.55	
Total of Overruns/Changes (Approved to Date):	9,340.85	+ 0.43%
Total of Extras/Adjustments (Approved to Date):	126,809.36	+ 5.77%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>41,383.33</u>	<u>+ 1.88%</u>
Revised Total	<u>\$2,373,903.09</u>	+ 8.08%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.20% over the original budget for an **Authorized to Date Amount** of \$2,332,519.76.

Approval of this extra will place the authorized status of the contract 8.08% or \$177,533.54 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 3 & 4

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

CM 3

_ Modular Block Wall, Unit Drainage Fill, 6A, LM	129.94 Ton @ \$25.00/Ton	\$3,248.50
_ Reinforcement, steel, epoxy coated, extra	109.50 Dlr @ \$1.00/Dlr	109.50
_ Bracket Arm, 18 feet	1.00 Ea @ \$1,367.40/Ea	1,367.40
_ Case Sign, two way, 24"x30", non illuminated, RCOC, painted	2.00 Ea @ \$1,719.32/Ea	3,438.64
_ Crosswalk, concrete, stamped	40.00 Syd @ \$159.00/Syd	6,360.00
_ Crosswalk, flexible marker post	10.00 Ea @ \$63.60/Ea	636.00
_ Crosswalk, pavt mrkg, cold plastic, 6 inch, line	72.00 Ft @ \$5.25/Ft	378.00
_ Crosswalk, pavt, rem and prep	40.00 Syd @ \$75.42/Syd	3,016.80
_ Crosswalk, raised pavement marker, yellow	6.00 Ea @ \$63.60/Ea	381.60
_ Mast Arm Std, 30 foot, RCOC	1.00 Ea @ \$5,122.98/Ea	5,122.98
_ Mast Arm Std, Fdn, RCOC	1.00 Ea @ \$2,488.88/Ea	2,488.88
_ Mast Arm, RCOC	1.00 Ea @ \$7,446.50/Ea	7,446.50
_ Sprinkler head	16.00 Ea @ \$90.00/Ea	1,440.00
_ Sprinkler line	197.00 Ft @ \$4.75/Ft	935.75
_ Conduit, DB, 1, 3 inch	80.00 Ft @ \$22.26/Ft	1,780.80
_ Safety Switch	1.00 Ea @ \$998.52/Ea	998.52
_ Wood Pole, Fit Up, Sec Cable Pole	1.00 Ea @ \$573.46/Ea	573.46
Total		<u>\$39,723.33</u>

*Denotes a non-standard contract/amendment

CM 4		
_Crosswalk, flag control for electrical work	1,660.00 Dlr @ \$1.00/Dlr	<u>\$1,660.00</u>
Total		<u>\$1,660.00</u>
Grand Total		<u>\$41,383.33</u>

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

CM 3

A coarse aggregate material, known as 6A, was needed for the drainage of water behind the modular block retaining wall. This will reduce saturated soil pressures exerted on the wall by allowing the water to seep down and away from the wall. The layer was shown on the plans (plan sheets 53 and 54), but was inadvertently omitted from the contract. The extra cost for _Modular Block Wall, Unit Drainage Fill, 6A, LM was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. This item of work is non-participating and 100 percent local funded by Road Commission for Oakland County (RCOC).

The reinforcement for the end wall was underestimated on the bar schedule. Since the small additional quantity was required for the project, the contractor was required to perform a significant change in the contract item as determined by the engineer. The supplier was required to change his production run and fabricate the unique sizes and shapes after the original production delivery. The negotiated price is reasonable, for the small quantity, based on engineer's analysis of estimated costs submitted by the contractor and the information is available in the project file. The extra cost for _Reinforcement, steel, epoxy coated, extra 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 process. The costs were deemed reasonable based on comparison to the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction.

The original electrical signal items on the project are non-participating items of work. During the course of the project, the cross walk electrical items for the installation of a bracket and a case sign were the result of continuing negotiations between the City of Rochester Hills and The Historical District Commission (HDC). In the contract plans, the intent was to hang the signal with a span wire. However, it took City staff several iterations to reach an agreement between the City and the HDC. The agreement resulted in the installation of a mast arm at the cross walk. The results of these discussions are what are included in project Work Order #1. The offsetting electrical items associated with new signal configuration will be completed on future contract modifications. The extra cost for _Bracket Arm, 18 feet and _Case Sign, two way, 24"x30", non illuminated, RCOC, painted was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when the project engineer consulted with the RCOC Traffic Signal Department and City of Rochester Hills for price comparisons for these unique specialty extra items of work. These items of work are non-participating and 100 percent local funded by RCOC.

Several pedestrian safety items were under discussion after the project was under construction. The extra pedestrian cross walk items were the result of continuing negotiations between the City of Rochester Hills and HDC. The original refuge island was included in the contract documents; however, it took City staff several iterations to reach an agreement between the City and the HDC. The results of these discussions are what are included in the project Work Order #4. The costs for _Crosswalk, concrete, stamped and _Crosswalk, pvt, rem and prep were deemed reasonable when the project engineer consulted with the

RCOC Traffic Signal Department and City of Rochester Hills for prices comparisons for these unique specialty extra items of work. The extra cost for _Crosswalk, raised pavement marker, yellow was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. These items of work are non-participating and 100 percent local funded by RCOC.

Additional other several pedestrian safety items were under discussion after the project was under construction. These enhanced safety features will promote pedestrian safety within the project limits and overall roadway safety. With the placement of cross walk pavement markings and crosswalk tubular markers, motorists will be aware of pedestrian movements on the roadway. The extra pedestrian cross walk items were the result of continuing negotiations between the City of Rochester Hills and the HDC. The original refuge island was included in the contract documents; however, it took City staff several iterations to reach an agreement between the City and the HDC. The results of these discussions are what are included in the project Work Order #4. The extra cost for _Crosswalk, pavt mrkg, cold plastic, 6 inch, line was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The extra cost for _Crosswalk, flexible marker post was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with compared to similar items in the contract. This extra work was discussed and approved by the MDOT Oakland Transportation Service Center Local Agency Engineer.

- _ Mast Arm Std, 30 foot, RCOC
- _ Mast Arm Std, Fdn, RCOC
- _ Mast Arm, RCOC
- _ Conduit, DB, 1, 3 inch
- _ Safety Switch
- _ Wood Pole, Fit Up, Sec Cable Pole

The original electrical signal items on the project are non-participating items of work. During the course of the project, the electrical items for the installation of a mast arm and associated components were needed to install and energize the signal. The cross walk related electrical items were the result of continuing negotiations between the City of Rochester Hills and the HDC. However, it took City staff several iterations to reach an agreement between the City and the HDC. The results of these discussions are what are included in project Work Order #1 and Work Order #4. The extra costs were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The extra cost for the above cross walk related items were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when the project engineer consulted with the RCOC Traffic Signal Department and City of Rochester Hills for prices comparisons for these unique specialty extra items of work. These items of work are non-participating and 100 percent local funded by RCOC.

The plans did not include any proposed work for affected sprinkler head and line damages that may have occurred from the proposed construction. It is the practice of the RCOC to restore sprinkler systems in the right-of-way that are used to maintain the right-of-way. The extra cost for the _Sprinkler head and _Sprinkler line were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other projects and MDOT Average Unit Prices. These items of work are non-participating and 100 percent local funded by RCOC.

CM 4

Due to the electrical plan changes as noted in the above agreements, the approved submittal and material delivery process extended the work beyond the Tienken Road open to traffic date. As a result, the contractor was required to provide flag control to install the electrical work on Tienken Road after the

original project completion date. The engineer agreed an extension of time was approved and the original flag control item of work warrants an adjustment to the contract for this work. This adjustment is per Section 109.03 of the Standard Specifications for Construction. The extra cost for Crosswalk, flag control for electrical work was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar work on other projects.

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

This Extra is recommended for approval by the State Administrative Board on March 15, 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: 102634A: State Restricted Trunkline Funds, 94.93%, Oakland County, 5.07%, unless otherwise noted. 102636A: State Restricted Trunkline Funds, 77.28%, Oakland County, 22.72%, 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: 48307.

97. **Extra 2011-049**

Control Section/Job Number:	09035-104965	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	J. Slagter & Son Construction Co. 1326 142nd Avenue Wayland, Michigan 49348-9748	
Designed By:	MDOT	
Engineer's Estimate:	\$1,759,809.19	

Description of Project:

Bridge deck deep concrete overlay, construction of drilled shafts and pile cap, abutment reconstruction and patching, painting, bearing replacement, approach work, and maintaining traffic on Linwood Road and Cody Estey Road over northbound and southbound I-75, Bay County. This project includes a 2 year bridge painting warranty.

Administrative Board Approval Date: March 16, 2010

Contract Date:	April 8, 2010	
Original Contract Amount:	\$1,276,761.92	
Total of Overruns/Changes (Approved to Date):	36,032.53	+ 2.82%
Total of Extras/Adjustments (Approved to Date):	12,000.00	+ 0.94%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>102,316.07</u>	<u>+ 8.01%</u>
Revised Total	<u>\$1,427,110.52</u>	+ 11.77%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.76% over the original budget for an **Authorized to Date Amount** of \$1,324,794.45.

Approval of this extra will place the authorized status of the contract 11.77% or \$150,348.60 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 4

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

CM 4

104977A:

_Force Account Cody-Estey Rd. Grade Correction	102,316.07 Dlr @ \$1.00/Dlr	<u>\$102,316.07</u>
Total		<u>\$102,316.07</u>

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

CM 4

The design plans did not show profile grades for the bridge deck overlay or for the standard 49' of concrete approach, also, there were no grades for any portion of the hot mix asphalt (HMA) approach. This project did not have any profile sheets, which is typical for a deck overlay project. The HMA leading up to concrete approaches were designed to have 1.5" milled with 1.5" HMA surface replacement, thus there was to be no grade changes in the approaches, however the existing conditions required a grade change to improve the ride quality of the bridge approach. The average grade change in the approach that was required was approximately 5" in elevation due to the new bridge deck concrete overlay. After the construction was completed per contract documents and open to traffic it was determined that the adverse grade changes created an unsafe driving condition. The contractor was directed to remove the approaches and the engineer set grades for the revised construction plan, to create a safer transition to the bridge. The new grades dictated a longer HMA transition on both bridge approaches. The cost for the _Force Account Cody-Estey Rd. Grade Correction was based on Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra.

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

This Extra is recommended for approval by the State Administrative Board on March 15, 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:

104965A: FHWA, 90%; State Restricted Trunklines, 10%, unless otherwise noted.

104977A: FHWA, 90%; State Restricted Trunklines, 10%, unless otherwise noted.

Commitment Level: The project was advertised for bids, the lowest bidder was 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: 48650.

OVERRUN

98. **Overrun 2011-07**

Control Section/Job Number: 63103-59292 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: C. A. Hull Co., Inc.
8177 Goldie Road
Walled Lake, Michigan 48390

Designed By: MDOT
Engineer's Estimate: \$16,988,807.82

Description of Project:

3.49 mi of full-depth concrete pavement patching, resealing of transverse expansion joints and drainage structure cleaning on I-696 from Scotia Avenue easterly to John R Road and 26 bridge rehabilitations from the I-696/I-75 interchange southerly to the M-102 Service Drive in the cities of Detroit, Ferndale, Hazel Park, Huntington Woods, Madison Heights, Oak Park, Pleasant Ridge and Royal Oak, Oakland and Wayne Counties. This project includes a 2 year bridge painting warranty.

Administrative Board Approval Date:	July 17, 2007	
Contract Date:	July 27, 2007	
Original Contract Amount:	\$16,592,465.01	
Total of Overruns/Changes (Approved to Date):	1,659,246.50	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	909,676.89	+ 5.48%
Total of Negative Adjustments (Approved to Date):	(12,378.08)	- 0.07%
THIS REQUEST	<u>132,766.42</u>	+ <u>0.80%</u>
Revised Total	<u>\$19,281,776.74</u>	+ 16.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.41% over the original budget for an **Authorized to Date Amount** of \$19,149,010.32.

Approval of this overrun will place the authorized status of the contract 16.21% or \$2,689,311.73 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

_ Pavt Repr, Reinf Conc, 12 inch	2,124.2627 Syd @ \$62.50/Syd	\$132,766.42
Total		<u>\$132,766.42</u>

Reason(s) for Overrun(s):

This project is in overrun status due to the increase in the quantity of concrete patching and pavement repairs required. The project was scoped with the replacement of 3.49 miles of intermittent full depth 12-inch reinforced steel concrete pavement repairs. After the identification of the proposed scope plan to the point of construction, additional pavement areas had deteriorated to the point a repair was necessary for motorist safety.

This Overrun is recommended for approval by the State Administrative Board on March 15, 2011.

Criticality: This original items increase 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 request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source:

59292A: FHWA, 90%; State Restricted Trunkline, 9.44%; City of Madison Heights, 0.12%; City of Royal Oak, 0.44%; unless otherwise noted.

75877A: FHWA, 80%; State Restricted Trunkline, 20%; unless otherwise noted.

78981A: FHWA, 80%; State Restricted Trunkline, City of Royal Oak, 0.85%; unless otherwise noted.

78983A: FHWA, 80%; State Restricted Trunkline, 19.75%; City of Madison Heights, 0.08%; unless otherwise noted.

78984A: FHWA, 90%; State Restricted Trunkline, 9.81%; City of Detroit, 0.19%; unless otherwise noted.

79765A: FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted.

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

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48030.

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.

*Denotes a non-standard contract/amendment

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,

Laura J. Mester

for Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

**TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD**

T&NR Meeting: March 9, 2011 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: March 15, 2011 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM



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

CONTRACTS

1. **HIGHWAYS (Real Estate) - IDS Real Estate Services**
Contract (2011-0229) between MDOT and Farmers National Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

BID LETTING

STATE PROJECT

- | | | | |
|----|--------------------------------------|------------------|-------------------|
| 2. | LETTING OF MARCH 04, 2011 | ENG. EST. | LOW BID |
| | PROPOSAL 1103001 | \$ 28,371,700.03 | \$ 29,020,147.43 |
| | PROJECT IM 09035-106856, ETC | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - APRIL 11, 2011 | | |
| | COMPLETION DATE - SEPTEMBER 19, 2014 | | 2.29 % |

7.83 mi of concrete overlay, drainage, and safety improvements on I-75 from Linwood Road northerly to Pinconning Road and bridge rehabilitation on 7 structures at I-75 under Prevo Road, over Tebo Drain, under Coggins Road, over Pinconning River, and under Pinconning Road, Bay County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Company	\$ 29,020,219.43	\$ 29,020,147.43	1 **
Rieth-Riley Construction Co., Inc.	\$ 29,478,985.65	Same	2
Interstate Highway Construction	\$ 30,018,784.12	Same	3
Ajax Paving Industries, Inc.	\$ 30,688,865.12	Same	4
Angelo Iafrate Construction Company			
Fisher Contracting Company			
C. A. Hull Co., Inc.			
Dan's Excavating, Inc.			
Milbocker and Sons, Inc.			
Anlaan Corporation			
Kamminga & Roodvoets, Inc.			

4 Bidders

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

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

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

Funding Source:

106856A

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

108681A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48634.

3.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103002	\$ 476,788.81	\$ 495,339.50
	PROJECT ST 31013-110196		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 11, 2011		

COMPLETION DATE - 48 working days

3.89 %

0.05 mi of hot mix asphalt reconstruction and culvert replacement on M-26 north of 1st Street (Dollar Bay) and over Gooseneck Creek, Houghton County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
A. Lindberg & Sons, Inc.	\$ 495,339.50	Same	1 **
M.J.O. Contracting, Inc.	\$ 532,511.90	Same	2
B & B Contracting, Calumet, Inc.	\$ 555,447.00	Same	3
Bacco Construction Company	\$ 576,117.95	Same	4
Thomas J. Moyle, Jr., Incorporated	\$ 639,272.05	Same	5
Hebert Construction Co.	\$ 680,109.14	Same	6
Oberstar Inc.			
MD Contracting, Inc.			

6 Bidders

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

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

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

Funding Source:

110196A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49922.

4. LETTING OF MARCH 04, 2011
 PROPOSAL 1103003
 PROJECT IMG 77023-108625
 LOCAL AGRMT.
 START DATE - MAY 15, 2011
 COMPLETION DATE - JULY 01, 2011

ENG. EST.
 \$ 353,526.63 LOW BID
 \$ 306,384.73

% OVER/UNDER EST.
 -13.33 %

16.67 mi of permanent freeway signing upgrades on I-69 from west of Miller Road to east of Taylor Road, St. Clair County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 306,384.73	Same	1 **
J. Ranck Electric, Inc.	\$ 339,906.76	Same	2
J & J Contracting, Inc.	\$ 345,401.21	Same	3
Martell Electric, LLC	\$ 353,723.80	Same	4
Highway Service Company, Inc.			

4 Bidders

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

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

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

Funding Source:

108625A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Sign upgrade.

Selection: Low Bid.

Zip Code: 48060.

5. LETTING OF MARCH 04, 2011
 PROPOSAL 1103004
 PROJECT BHN 41131-106272
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2011

	ENG. EST.	LOW BID
	\$ 283,022.89	\$ 310,358.07
	% OVER/UNDER EST.	
	9.66 %	

Deck patching, healer/sealer, substructure repair, slope paving repair, and maintaining traffic on US-131 northbound and southbound under 100th Street, Kent County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 310,358.07	Same	1 **
Anlaan Corporation	\$ 459,608.50	Same	2
C. A. Hull Co., Inc.			
L. W. Lamb, Inc.			

2 Bidders

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

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

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

Funding Source:

106272A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49315.

6. LETTING OF MARCH 04, 2011
 PROPOSAL 1103018
 PROJECT HPSL 38103-100001, ETC
 LOCAL AGRMT. 10-5667
 START DATE - JULY 06, 2011
 COMPLETION DATE - SEPTEMBER 15, 2014

ENG. EST. LOW BID
 \$ 15,371,668.57 \$ 12,755,472.05

% OVER/UNDER EST.
 -17.02 %

2.93 mi of roadway realignment including structure removal and replacement, new eastbound entrance and exit ramps, new carpool lot, and a non-motorized path on Sargent Road over I-94, on I-94 over I-94BL, on I-94 at Sargent Road, and along Ann Arbor Road, Jackson County. This project includes a 5 year materials and workmanship pavement warranty.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 12,755,472.05	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 12,859,142.97	Same	2
Anlaan Corporation	\$ 12,894,881.02	Same	3
Dan's Excavating, Inc.	\$ 13,817,377.35	Same	4
E.T. MacKenzie Company	\$ 13,969,115.06	Same	5
Zito Construction	\$ 15,002,009.15	Same	6
Angelo Iafrate Construction Company	\$ 15,023,877.93	Same	7
J. Slagter & Son Construction Co.			
Walter Toebe Construction Company			
M & M Excavating Company			
Fonson, Inc.			
Michigan Paving and Materials Comp			
C. A. Hull Co., Inc.			
Milbocker and Sons, Inc.			
D. J. McQuestion & Sons, Inc.			
E. C. Korneffel Co.			

7 Bidders

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

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

Purpose/Business Case: This project is a combination of bridge and road preservation and carpool parking lot construction. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. To increase the capacity and encourage the use of the carpool lots, this project consists of constructing a new carpool lot.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that

are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The newly reconstructed lot and the new lot may also attract new carpoolers.

Funding Source:

100001A		
Jackson County		0.33 %
Federal Highway Administration Funds		79.74 %
State Restricted Trunkline Funds		19.93 %
103377A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
110916A		
Jackson County		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 network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. The surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reduced roadway maintenance costs. Our customers will benefit from the use of a new carpool parking lot constructed in this area.

New Project Identification: Rehabilitation and new construction.

Selection: Low bid.

Zip Code: 49201.

7.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103019	\$ 1,575,949.35	\$ 1,367,862.02
	PROJECT ST 52031-110309		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 16, 2011		
	COMPLETION DATE - 30 working days		-13.20 %

2.84 mi of hot mix asphalt crushing and shaping, paving, and ditching on M-35 from west of Marshall Drive easterly to west of Little Lake Road, Marquette County. This project includes a 5 year materials and workmanship pavement warranty.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan Inc.	\$ 1,367,862.02	Same	1 **
Bacco Construction Company	\$ 1,401,655.71	Same	2
Smith Paving, Inc.			

2 Bidders

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

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

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

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

Funding Source:

110309A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49833.

8.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103022	\$ 12,700,646.67	\$ 11,750,377.04
	PROJECT HPSL 73101-84986, ETC		
	LOCAL AGRMT. 10-5662		% OVER/UNDER EST.
	START DATE - APRIL 18, 2011		
	COMPLETION DATE - SEPTEMBER 19, 2013		-7.48 %

0.61 mi of concrete reconstruction, ramp realignments, superstructure removals and replacements, drainage improvements, watermain, signing, grading, and permanent pavement markings on I-675 from 7th Avenue easterly to M-13, and on I-675 over 6th Avenue, 5th Avenue, Warren Avenue, 2nd Avenue, and Weadock Avenue in the city of Saginaw, Saginaw County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Company	\$ 11,750,377.04	Same	1 **
Milbocker and Sons, Inc.	\$ 11,833,142.72	Same	2
Anlaan Corporation	\$ 11,954,491.19	Same	3
C. A. Hull Co., Inc.	\$ 11,972,191.07	Same	4
Angelo Iafrate Construction Company	\$ 11,999,489.27	Same	5
Dan's Excavating, Inc.	\$ 12,372,767.82	Same	6
Posen Construction, Inc.	\$ 13,060,207.01	Same	7
J. Slagter & Son Construction Co.			
Kamminga & Roodvoets, Inc.			

7 Bidders

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

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

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

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

Funding Source:

107496A		
Federal Highway Administration Funds	80.00 %	
City of Saginaw	2.50 %	
State Restricted Trunkline Funds	17.50 %	
84986A		
Federal Highway Administration Funds	69.34 %	
City of Saginaw	15.06 %	
State Restricted Trunkline Funds	15.60 %	

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Reconstruction and sign upgrade.

Selection: Low bid.

Zip Code: 48601.

9.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103029	\$ 10,227,372.12	\$ 8,902,382.68
	PROJECT IM 13083-86970, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 06, 2011		
	COMPLETION DATE - NOVEMBER 01, 2011		-12.96 %

14.94 mi of hot mix asphalt overlay, concrete pavement repairs, diamond grinding, ramp improvements, cable median barrier, right-of-way fence, and shallow deck overlay on I-94 westbound from west of 21 1/2 Mile Road to west of 29 Mile Road, on 22 1/2 Mile Road over I-94, and on 26 Mile Road over I-94, Calhoun County. This project includes a 5 year materials and workmanship pavement warranty.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 8,902,382.68	Same	1 **
Michigan Paving and Materials Comp	\$ 8,972,364.84	Same	2

2 Bidders

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

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

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

Funding Source:

100581A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	
103239A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	
86970A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49068.

10. LETTING OF MARCH 04, 2011
 PROPOSAL 1103030
 PROJECT ST 63043-106133
 LOCAL AGRMT. 10-5649
 START DATE - APRIL 15, 2011
 COMPLETION DATE - NOVEMBER 22, 2011

ENG. EST. LOW BID
 \$ 3,555,737.56 \$ 2,829,856.64

% OVER/UNDER EST.
 -20.41 %

Construction of two sound walls on the M-59 corridor along the ramp from northbound Rochester Road to eastbound M-59 and along the ramp from Dequindre Road to westbound M-59 in the city of Rochester Hills, Oakland County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 2,829,856.64	Same	1 **
C. A. Hull Co., Inc.	\$ 2,989,985.64	Same	2
Posen Construction, Inc.	\$ 3,065,017.17	Same	3
Walter Toebe Construction Company	\$ 3,098,546.31	Same	4
Ric-Man Construction, Inc.	\$ 3,185,714.72	Same	5
E. C. Korneffel Co.	\$ 3,991,042.98	Same	6
Anlaan Corporation			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			

6 Bidders

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

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

Purpose/Business Case: Noise Abatement (sound walls) is provided to reduce the impacts of noise generated by traffic on MDOT right-of-way. FHWA requires mitigation on facilities where maximum decibel levels are exceeded due to changing noise patterns. Generally, freeways are facilities that are most commonly affected by changing noise patterns. This project is being implemented to extend the existing M-6 EB roadway sound wall. This will be done to provide noise mitigation for the Lafayette Acres subdivision.

Benefit: To improve the quality of life of residents adjacent to MDOT facilities by reducing the impacts of traffic noise generated by the motoring public.

Funding Source:

106133A	
Federal Highway Administration Funds	81.85 %
City of Rochester Hills	2.26 %
State Restricted Trunkline Funds	15.89 %

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: This Noise Abatement project is required from other regulating agencies and MDOT is mandated to take part in the environmental review process. If this project is not completed, Federal funds could be withheld from Michigan.

Cost Reduction: Meeting the requirements of the environmental assessment justifies the costs associated with the benefit.

New Project Identification: New construction.

Selection: Low bid.

Zip Code: 48307.

11.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103031	\$ 1,817,420.52	\$ 1,287,229.55
	PROJECT NH 59012-90040		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 07, 2011		
	COMPLETION DATE - NOVEMBER 04, 2011		-29.17 %

6.31 mi of hot mix asphalt shoulder cold milling, grading, widening, resurfacing, and guardrail including construction of two temporary crossovers on US-131 northbound from north of Cannonsville Road northerly to north of M-46, Montcalm County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 1,287,229.55	Same	1 **
Crawford Contracting, Inc.	\$ 1,290,162.70	Same	2
M & M Excavating Company	\$ 1,339,011.06	Same	3
Dean's Landscaping & Excavating	\$ 1,347,500.00	Same	4
Dykema Excavators, Inc.	\$ 1,396,501.60	Same	5
Nagel Construction, Inc.	\$ 1,411,995.01	Same	6
Milbocker and Sons, Inc.	\$ 1,467,746.03	Same	7
Michigan Paving and Materials Comp	\$ 1,483,542.68	Same	8
Hoffman Bros., Inc.	\$ 1,483,582.47	Same	9
C L Trucking & Excavating, LLC	\$ 1,488,260.68	Same	10
Nashville Construction Company	\$ 1,604,618.97	Same	11
Schippers Excavating, Inc.	\$ 1,693,611.05	Same	12
Central Asphalt, Inc.			
CJ's Excavating Septic Service Inc.			
Rieth-Riley Construction Co., Inc.			
Jack Dykstra Excavating, Inc.			
D. J. McQuestion & Sons, Inc.			
Brenner Excavating, Inc.			
L.J. Construction, Inc.			

12 Bidders

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

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

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

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

Funding Source:

90040A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49939.

12.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103034	\$ 17,329,745.18	\$ 18,532,488.26
	PROJECT BHN 47013-79897, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 30, 2012		6.94 %

3.63 mi of hot mix asphalt overlay, reconstruction of 8 ramps, surfacing of Silver Lake carpool lot, rehabilitation of 11 structures, and 22.63 mi of median cable barrier on Grand River Avenue over southbound and northbound US-23, on US-23 from Silver Lake Road to the CSX railroad and to the north Livingston county line, on US-23 northbound over Silver Lake Road, under Lee Road, and northbound and southbound over Hyne Road, and on Spencer Road over US-23, Livingston County. This project includes two 5 year materials and workmanship pavement warranties and a 2 year bridge painting warranty.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 18,532,488.26	Same	1 **
Walter Toebe Construction Company	\$ 19,299,800.26	Same	2
Cadillac Asphalt, L.L.C.	\$ 19,446,283.79	Same	3
Dan's Excavating, Inc.			
Barrett Paving Materials Inc.			
Angelo Iafrate Construction Company			
E. C. Korneffel Co.			
Posen Construction, Inc.			
Milbocker and Sons, Inc.			
Anlaan Corporation			
C. A. Hull Co., Inc.			

3 Bidders

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

Purpose/Business Case: This project is a combination of bridge and road preservation and the resurfacing of an existing carpool parking lot. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. To increase the capacity and encourage the use of the carpool lots, this project consists of resurfacing an existing carpool lot.

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

Funding Source:

102694A	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
103322A	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	10.00 %
79897A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
90259A	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %
90266A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
90273A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
90275A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %

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

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. The surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reduced roadway maintenance costs. Resurfacing the existing lot will greatly reduce maintenance costs for the carpool lot.

New Project Identification: Rehabilitation and maintenance.

Selection: Low bid.

Zip Code: 48116.

13. LETTING OF MARCH 04, 2011
 PROPOSAL 1103036
 PROJECT BHI 77023-106535
 LOCAL AGRMT.
 START DATE - MAY 01, 2011
 COMPLETION DATE - OCTOBER 01, 2011

ENG. EST. LOW BID
 \$ 5,121,758.66 \$ 5,126,040.13

% OVER/UNDER EST.
 0.08 %

Epoxy overlay, joint replacement, resealing joints, substructure, steel, concrete beam end, and bridge railing repair, concrete surface coating, guardrail, approach work, and maintaining traffic on I-69 over 10 bridges, St. Clair County. This project includes a 2 year bridge painting warranty.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Icarus Industrial Painting & Cont.	\$ 5,126,040.13	Same	1 **
Atsalis Brothers Painting Co.	\$ 5,449,793.52	Same	2
Seaway Painting, L.L.C.	\$ 6,031,561.30	Same	3

3 Bidders

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

Purpose/Business Case: MDOT's 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:

106535A
 Federal Highway Administration Funds 90.00 %
 State Restricted Trunkline Funds 10.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48060.

14. LETTING OF MARCH 04, 2011
 PROPOSAL 1103037
 PROJECT BHN 64015-90073, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 18, 2012

ENG. EST. \$ 15,062,460.30
 CONTRACT PRICE \$ 11,993,605.82
 % OVER/UNDER EST. -20.37 %

5.90 mi of mainline reconstruction, ramp reconstruction, ramp acceleration and deceleration lane extensions, drainage, safety upgrades, penetrating healer sealer on bridge deck, partial painting, and substructure repair on US-31 from the Polk Road structure northerly to the North Branch Pentwater River structure and on US-31 northbound over Monroe Road, Oceana County. Alternate 1 is concrete road reconstruction and related items and Alternate 2 is hot mix asphalt road reconstruction and related items. Alternate 1 includes a 5 year materials and workmanship pavement warranty and Alternate 2 includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED\EUAC	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 12,518,748.33\725,768.08	\$12,518,748.33	1**
Rieth-Riley Construction Co.	\$ 13,434,269.99\775,228.85	\$13,434,269.99	2
Walter Toebe Construction	\$ 14,583,740.28\837,868.88	\$14,583,740.28	3
Interstate Highway Const.	\$ 14,636,703.20\840,189.94	\$14,636,703.20	4
Elmer's Crane and Dozer	\$ 16,436,977.06\961,331.70	\$16,436,977.06	5
Michigan Paving and Materials			

BIDDER	AS-CHECKED \ USER DELAY COST	CONTRACT PRICE	
Ajax Paving Industries, Inc.	\$ 12,518,748.33\525,142.51	\$11,993,605.82	1**
Rieth-Riley Construction Co.	\$ 13,434,269.99\775,228.85	\$12,659,041.14	2
Walter Toebe Construction	\$ 14,583,740.28\837,868.88	\$13,745,871.40	3
Interstate Highway Const.	\$ 14,636,703.20\840,189.94	\$13,796,513.26	4
Elmer's Crane and Dozer	\$ 16,436,977.06\961,331.70	\$15,475,645.36	5
Michigan Paving and Materials			

5 Bidders

NOTE: The lowest calculated EUAC is used to determine the low bid.
 The AS-CHECKED minus USER DELAY COST equals the actual contract price.

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

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

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that

are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

106297A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %
90073A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Reconstruction.

Selection: EUAC result.

Zip Code: 49420.

15.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103043	\$ 2,454,148.61	\$ 2,496,518.96
	PROJECT ST 33032-110546		
	LOCAL AGRMT. 11-5011		% OVER/UNDER EST.
	START DATE - APRIL 15, 2011		
	COMPLETION DATE - AUGUST 26, 2011		1.73 %

6.08 mi of hot mix asphalt cold milling and resurfacing including updating sidewalk ramps and full-depth concrete repairs on I-96BL (Cedar Street/Larch Street) from Pennsylvania Avenue northerly to North Bridge Street in the city of Lansing, Ingham County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 2,496,518.96	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 2,739,998.34	Same	2

2 Bidders

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

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

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

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

Funding Source:

110546A	
Federal Highway Administration Funds	81.85 %
City of Lansing	0.38 %
State Restricted Trunkline Funds	17.77 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48910.

16.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103044	\$ 1,023,647.49	\$ 1,111,443.25
	PROJECT IM 49025-59314		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2011		8.58 %

0.67 mi of multi-plate arch culvert removal and replacement including hot mix asphalt pavement, temporary crossovers, cable barrier, and permanent pavement markings on I-75 over Hoban Creek, Mackinac County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 1,111,443.25	Same	1 **
M & M Excavating Company	\$ 1,114,111.13	Same	2
Elmer's Crane and Dozer, Inc.	\$ 1,290,726.82	Same	3
D. J. McQuestion & Sons, Inc.	\$ 1,299,777.77	Same	4
Rieth-Riley Construction Co., Inc.	\$ 1,337,636.26	Same	5
Hebert Construction Co.	\$ 1,494,387.18	Same	6
L.J. Construction, Inc.	\$ 1,683,193.38	Same	7
Zito Construction			
Wonsey Tree Service, Inc.			
Cordes Excavating, Inc.			
A. Lindberg & Sons, Inc.			
Don Meeks Construction, LLC			
Rohde Bros. Excavating, Inc.			

7 Bidders

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

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

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

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

Funding Source:

59314A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49781.

17.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103045	\$ 487,780.42	\$ 427,343.21
	PROJECT STG 84911-105742		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 02, 2011		
	COMPLETION DATE - OCTOBER 29, 2011		-12.39 %

88.73 mi of non-freeway sign upgrades on M-48 from I-75 southerly to M-129 and from M-129 to M-134, on M-80 from I-75 to M-129, on M-134 on Drummond Island, and on M-129 from the Mackinac/Chippewa county line to I-75BS in the cities of Sault Ste. Marie, Cedarville, Drummond Island, Goetzville, Kinross, Pickford, and Rudyard, Chippewa and Mackinac Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Action Traffic Maintenance, Inc.	\$ 427,343.21	Same	1 **
Martell Electric, LLC	\$ 487,709.35	Same	2
J. Ranck Electric, Inc.	\$ 498,786.08	Same	3
J & J Contracting, Inc.	\$ 525,947.76	Same	4

4 Bidders

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

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

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

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

Funding Source:

105742A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Sign upgrade.

Selection: Low bid.

Zip Code: 49774.

LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
PROPOSAL 1103048	\$ 1,626,934.41	\$ 1,649,492.00
PROJECT NH 41062-105473		
LOCAL AGRMT. 11-5037		% OVER/UNDER EST.
START DATE - JUNE 13, 2011		
COMPLETION DATE - AUGUST 12, 2011		1.39 %

4.23 mi of hot mix asphalt cold milling and resurfacing with sidewalk upgrades on M-11 from Church Street easterly to US-131 in the cities of Wyoming and Grandville, Kent County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,649,492.00	Same	1 **
Michigan Paving and Materials Comp	\$ 1,651,188.89	Same	2

2 Bidders

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

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

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

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

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

Funding Source:

105473A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	17.96 %
City of Wyoming	0.19 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49509.

18.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103049	\$ 480,702.07	\$ 454,784.69
	PROJECT STG 84916-111128		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2011		-5.39 %

Permanent pavement markings including longitudinal and special markings on various state trunkline routes, Hillsdale, Jackson, and Lenawee Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 454,784.69	Same	1 **
P.K. Contracting, Inc.	\$ 493,878.25	Same	2
M&M Pavement Marking, 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 Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system

exhibiting a correctable pattern through a strategy of cost-effective treatments.

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

Funding Source:

111128A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Reconstruction.

Selection: Low Bid.

Zip Code: 49201 TSC-wide.

19. LETTING OF MARCH 04, 2011
 PROPOSAL 1103050
 PROJECT NH 55012-87551
 LOCAL AGRMT. 10-5774
 START DATE - JUNE 06, 2011
 COMPLETION DATE - OCTOBER 15, 2011

ENG. EST.	LOW BID
\$ 3,861,822.72	\$ 3,846,357.64
	% OVER/UNDER EST.
	-0.40 %

8.03 mi of roadway realignment including hot mix asphalt cold milling, base crushing, shaping, and resurfacing on US-41 in the city of Stephenson and village of Daggett, Menominee County. This project includes a 5 year materials and workmanship pavement warranty.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan Inc.	\$ 3,846,357.64	Same	1 **
Bacco Construction Company	\$ 4,036,218.71	Same	2

2 Bidders

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

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

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

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based

on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

87551A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49887.

20. LETTING OF MARCH 04, 2011
 PROPOSAL 1103051
 PROJECT NH 39014-111271
 LOCAL AGRMT.
 START DATE - SEPTEMBER 07, 2011
 COMPLETION DATE - OCTOBER 14, 2011

	ENG. EST.	LOW BID
	\$ 2,667,250.08	\$ 2,278,795.55
		% OVER/UNDER EST.
		-14.56 %

14.31 mi of hot mix asphalt cold milling and overlay on US-131 northbound and southbound to the pavement change north of M-43 and the ramps at I-94 and M-43 from the pavement change at Milham Road northerly to north of M-43 in the cities of Portage and Kalamazoo, Kalamazoo County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 2,278,795.55	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 2,348,764.65	Same	2

2 Bidders

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

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

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface

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

Funding Source:

111271A
 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: 49002.

21. LETTING OF MARCH 04, 2011
 PROPOSAL 1103052
 PROJECT ST 11012-109704
 LOCAL AGRMT.
 START DATE - APRIL 18, 2011
 COMPLETION DATE - JUNE 30, 2011

ENG. EST. LOW BID
 \$ 1,406,055.80 \$ 1,417,390.29

% OVER/UNDER EST.
 0.81 %

4.65 mi of hot mix asphalt cold milling and resurfacing, and sidewalk ramp upgrades on I-94BL from north of Glenlord Road to the pavement change at Pearl Street in the city of St. Joseph, Berrien County. This project includes a 3 year pavement performance warranty.

A 2011 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,417,390.29	Same	1 **
Michigan Paving and Materials Comp	\$ 1,427,011.63	Same	2

2 Bidders

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

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

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

Funding Source:

109704A
 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: 49085.

22. LETTING OF MARCH 04, 2011
 PROPOSAL 1103053
 PROJECT STG 84912-111132
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2011

ENG. EST.	LOW BID
\$ 738,173.81	\$ 718,032.96
	% OVER/UNDER EST.
	-2.73 %

Permanent pavement markings including longitudinal and special markings on various state trunkline routes, Cheboygan, Crawford, Emmet, Ogemaw, Otsego, and Roscommon Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 718,032.96	Same	1 **
P.K. Contracting, Inc.	\$ 753,709.30	Same	2

2 Bidders

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

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

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

Funding Source:

111132A
 Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Reconstruction.

Selection: Low Bid.

Zip Code: 49738.

23.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103054	\$ 583,506.72	\$ 549,680.95
	PROJECT MIR 70997-106262		
	LOCAL AGRMT. 11-5038		% OVER/UNDER EST.
	START DATE - MAY 02, 2011		
	COMPLETION DATE - AUGUST 01, 2011		-5.80 %

Intersection widening with traffic signal installation on North Campus Drive at Ravine Center Drive at Grand Valley State University, Ottawa County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Schippers Excavating, Inc.	\$ 549,680.95	Same	1 **
Dykema Excavators, Inc.	\$ 550,112.88	Same	2
Dean's Landscaping & Excavating	\$ 567,757.81	Same	3
Kamminga & Roodvoets, Inc.	\$ 573,214.20	Same	4
Diversco Construction Company, Inc.	\$ 577,002.30	Same	5
Brenner Excavating, Inc.	\$ 584,536.16	Same	6
J. Ranck Electric, Inc.	\$ 599,806.94	Same	7
Al's Excavating, Inc.	\$ 599,906.15	Same	8
Nashville Construction Company	\$ 601,688.86	Same	9
Kentwood Excavating, Inc.	\$ 601,951.75	Same	10
Langlois & Sons Excavating, Inc.	\$ 603,107.30	Same	11
Connan, Inc.	\$ 663,359.65	Same	12
Lodestar Construction, Inc.	\$ 712,179.35	Same	13
Don Meeks Construction, LLC			
Weick Bros., Inc.			
Thompson Brothers, Inc.			
Jackson-Merkey Contractors, Inc.			
Service Construction, L.L.C.			
Hallack Contracting, Inc.			
DeSal Excavating, Inc.			
Dan Hoe Excavating, Inc.			
Jack Dykstra Excavating, Inc.			
Milbocker and Sons, Inc.			
Rieth-Riley Construction Co., Inc.			

13 Bidders

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

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to 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 Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

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

Funding Source:

106262A
 Grand Valley State University 3.36 %
 State Restricted Trunkline Funds 96.64 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Reconstruction and sign upgrade.

Selection: Low bid.

Zip Code: 49401.

24.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103055	\$ 443,399.91	\$ 459,400.32
	PROJECT STH 81132-103352		
	LOCAL AGRMT. 10-5490		% OVER/UNDER EST.
	START DATE - JUNE 01, 2011		
	COMPLETION DATE - AUGUST 01, 2011		3.61 %

0.72 mi of concrete sidewalk, sidewalk ramps, pedestrian signal, driveways, and curb and gutter on US-12BR from Wiard Road to Holmes Road, Washtenaw County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 459,400.32	Same	1 **
J. Ranck Electric, Inc.	\$ 462,099.97	Same	2
Eastlund Concrete Construction	\$ 463,283.04	Same	3
Doan Construction Co.	\$ 486,865.60	Same	4
DiPonio Contracting, Inc.	\$ 527,051.12	Same	5
Fonson, Inc.	\$ 531,765.55	Same	6
Warren Contractors & Development,	\$ 535,647.73	Same	7
Goretski's Construction Company	\$ 587,912.18	Same	8
Lacaria Concrete Construction Inc.	\$ 606,866.28	Same	9
ABC Paving Company			
Barrett Paving Materials Inc.			
Ajax Paving Industries, Inc.			
Don Meeks Construction, LLC			
Major Cement Co.			
Audia Concrete Construction, Inc.			

9 Bidders

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

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

Purpose/Business Case: MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The proposed project also includes infrastructure upgrades to repair sidewalks and sidewalk ramps and miscellaneous minor upgrades. This project will help create a safer and more inviting walking and biking routes.

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

Funding Source:

103352A

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

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

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. The relationship with the residents in this district with maintaining the existing sidewalks will be compromised if this portion of the project is not completed.

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

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48198.

25. LETTING OF MARCH 04, 2011
 PROPOSAL 1103056 \$ ENG. EST. 433,082.52 \$ LOW BID 416,515.87
 PROJECT STH 25091-47323
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2013 -3.83 %

0.30 mi of hot mix asphalt widening, cold milling, and surfacing for center left turn lane on M-15 from south of Green Road northerly to north of Green Road in the Village of Goodrich, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 416,515.87	Same	1 **
D.L.F., Inc.	\$ 438,746.22	Same	2
Cadillac Asphalt, L.L.C.	\$ 453,499.97	Same	3
Dean Holmes Excavating, Ltd.	\$ 454,491.85	\$ 454,488.17	4
L. A. Construction, Corp.	\$ 456,548.15	Same	5
Zito Construction	\$ 466,308.52	Same	6
Service Construction, L.L.C.	\$ 474,453.62	Same	7
Barrett Paving Materials Inc.	\$ 477,499.58	Same	8
Ajax Paving Industries, Inc.	\$ 495,601.88	Same	9
Novak Construction	\$ 497,147.77	Same	10
Nashville Construction Company	\$ 503,420.65	Same	11
L.J. Construction, Inc.	\$ 541,913.97	Same	12
Site Development, Inc.	\$ 547,231.41	Same	13
M. L. Chartier Excavating, Inc.	\$ 556,377.23	Same	14
Don Meeks Construction, LLC			
Milbocker and Sons, Inc.			
Fonson, Inc.			
Ace Asphalt & Paving Company			
Pyramid Paving and Contracting Co.			
Jack Fick Excavating, Inc.			
Wonsey Tree Service, Inc.			
L & M Landshaping, Inc.			
Lois Kay Contracting Co.			
Fiore Enterprises LLC			
Rohde Bros. Excavating, Inc.			

14 Bidders

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

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

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based

on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

47323A
 Federal Highway Administration Funds 90.00 %
 State Restricted Trunkline Funds 10.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation and safety improvements.

Selection: Low bid.

Zip Code: 48438.

26. LETTING OF MARCH 04, 2011
 PROPOSAL 1103057
 PROJECT BHT 17063-108013
 LOCAL AGRMT.
 START DATE - JULY 05, 2011
 COMPLETION DATE - SEPTEMBER 01, 2011

ENG. EST.	LOW BID
\$ 309,017.06	\$ 368,502.96
	% OVER/UNDER EST.
	19.25 %

Bridge rehabilitation including deck patching, joint replacement, and cleaning and coating of the structural steel on M-28 over the Waiska River, Chippewa County. This project includes a 2 year bridge painting warranty.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Co.	\$ 368,502.96	Same	1 **
Anlaan Corporation	\$ 418,294.10	Same	2
Three Star Painting, Inc.			
Icarus Industrial Painting & Cont.			
Snowden, Inc.			
A. Lindberg & Sons, Inc.			
Bacco Construction Company			
J. Slagter & Son Construction Co.			
Venus Painting Co.			
Central Painting, Inc.			
L. W. Lamb, Inc.			
Seaway Painting, L.L.C.			

2 Bidders

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

Purpose/Business Case: 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:

108013A
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 20.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49715.

27. LETTING OF MARCH 04, 2011
 PROPOSAL 1103058 \$ ENG. EST. LOW BID
 PROJECT STR 48032-81326 \$ 87,467.31 \$ 105,442.27
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 10 working days 20.55 %

Railroad crossing reconstruction with vertical profile improvements and snowmobile crossing upgrade on M-123 at the CN Wisconsin Central Railway in the village of Newberry, Luce County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 105,442.27	Same	1 **
Payne & Dolan Inc.	\$ 114,916.57	Same	2
Bacco Construction Company	\$ 141,391.25	\$ 122,171.25	3
Smith Paving, Inc.	\$ 130,837.37	Same	4

4 Bidders

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

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing for motorists and the snowmobile route.

Benefit: Treatments increase vehicle safety and improve ride ability for the motoring public.

Funding Source:

81326A
 Federal Highway Administration Funds 90.00 %
 State Restricted Trunkline Funds 10.00 %

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

Risk Assessment: There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

New Project Identification: Reconstruction of existing railroad crossing.

Selection: Low bid.

Zip Code: 49868.

28. LETTING OF MARCH 04, 2011
 PROPOSAL 1103059
 PROJECT ST 82900-103727
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 22, 2012

ENG. EST. LOW BID
 \$ 3,111,105.84 \$ 2,021,323.65

% OVER/UNDER EST.
 -35.03 %

Pump station rehabilitation on M-10 at Selden Street, at Milwaukee Street, and at West Chicago Boulevard in the city of Detroit, Wayne County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Company	\$ 2,021,323.65	Same	1 **
J. Ranck Electric, Inc.	\$ 2,187,771.49	Same	2
Dan's Excavating, Inc.	\$ 2,189,539.70	Same	3
Ric-Man Construction, Inc.	\$ 2,560,276.26	Same	4
Posen Construction, Inc.	\$ 2,778,158.89	Same	5
O'Laughlin Construction Company			

5 Bidders

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

Purpose/Business Case: Pump station rehabilitation activities consisting of: replace existing mixed flow pump motors and control equipment with submersible style pumps and current technology of electronic controls.

Benefit: With the construction of this pump station rehabilitation project, this project will provide safer and more reliable traffic flow during rain events. The maintenance costs will be reduced.

Funding Source:

103727A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

Risk Assessment: The ability to keep the roadway open that is serviced by this pump station may be compromised.

Cost Reduction: With the construction of this rehabilitated facility, maintenance costs will be greatly reduced at these pump stations. Our customers will benefit with more reliable service and reduced user delay costs.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48202.

29. LETTING OF MARCH 04, 2011 ENG. EST. LOW BID
 PROPOSAL 1103060 \$ 1,392,159.61 \$ 1,305,669.21
 PROJECT ST 39042-48550
 LOCAL AGRMT. 11-5022 % OVER/UNDER EST.
 START DATE - SEPTEMBER 06, 2011
 COMPLETION DATE - NOVEMBER 11, 2011 -6.21 %

3.88 mi of hot mix asphalt cold milling and resurfacing, geometric improvements, sidewalk reconstruction, drainage improvements, permanent signing, pavement markings, and maintaining traffic on M-96 from Michigan Avenue to 35th Street in the city of Galesburg, Kalamazoo County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,305,669.21	Same	1 **
Michigan Paving and Materials Comp	\$ 1,329,369.03	Same	2

2 Bidders

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

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

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

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

Funding Source:

48550A
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.15 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49053.

30. LETTING OF MARCH 04, 2011
 PROPOSAL 1103061
 PROJECT STG 84916-111133
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2011

ENG. EST.	LOW BID
\$ 1,071,073.85	\$ 1,024,530.78
	% OVER/UNDER EST.
	-4.35 %

Application of permanent pavement markings including longitudinal lines and special markings on various state trunkline routes, Clinton, Eaton, Ingham, and Shiawassee Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 1,024,530.78	Same	1 **
P.K. Contracting, Inc.	\$ 1,083,195.37	Same	2

2 Bidders

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

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

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

Funding Source:

111133A
 Federal Highway Administration Funds 100 %

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

cost will be based on actual quantities built in the field and unit prices bid by the contractor.

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

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

New Project Identification: Reconstruction.

Selection: Low Bid.

Zip Code: 48910.

31.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103062	\$ 465,580.00	\$ 507,678.00
	PROJECT STG 84915-111126		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2011		9.04 %

Application of permanent pavement markings, Berrien, Cass, and Van Buren Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 507,678.00	Same	1 **
P.K. Contracting, Inc.	\$ 586,720.00	Same	2

2 Bidders

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

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

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

Funding Source:

111126A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Reconstruction.

Selection: Low Bid.

Zip Code: 49022 TSC-wide.

32. LETTING OF MARCH 04, 2011
 PROPOSAL 1103064
 PROJECT NH 23042-106903, ETC
 LOCAL AGRMT. 10-5784, 10-5785
 START DATE - APRIL 04, 2011
 COMPLETION DATE - JUNE 01, 2012

	ENG. EST.	LOW BID
	\$ 5,503,889.69	\$ 5,029,550.62
	% OVER/UNDER EST.	
	-8.62 %	

3.60 mi of cold milling and hot mix asphalt resurfacing, concrete pavement repairs, drainage repairs, intermittent curb and gutter replacement, sidewalk ramp modifications, and traffic signal modernization on M-43/I-69BL from east of Canal Road easterly to Rosemary Avenue, Eaton and Ingham Counties.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 5,029,550.62	Same	1 **
Michigan Paving and Materials Comp	\$ 5,030,650.78	Same	2

2 Bidders

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

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

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

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

Funding Source:

106903A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
108051A	
Federal Highway Administration Funds	100 %

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

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

New Project Identification: Maintenance.
Selection: Low bid.
Zip Code: 49919.

34. LETTING OF MARCH 04, 2011
 PROPOSAL 1103068
 PROJECT NH 82081-110755
 LOCAL AGRMT.
 START DATE - JUNE 13, 2011
 COMPLETION DATE - AUGUST 04, 2011

ENG. EST. \$ 767,907.81 LOW BID \$ 746,141.25
 % OVER/UNDER EST. -2.83 %

3.06 mi of hot mix asphalt cold milling and resurfacing on M-153 from Napier Road to Trinity Road and from Hendrie to Marlowe Street, Wayne County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, L.L.C.	\$ 746,141.25	Same	1 **
Barrett Paving Materials Inc.	\$ 809,549.48	Same	2
Ajax Paving Industries, Inc.	\$ 976,044.70	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:

110755A	
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: 48188.

35. LETTING OF MARCH 04, 2011
 PROPOSAL 1103069
 PROJECT STT 59023-107973
 LOCAL AGRMT.
 START DATE - SEPTEMBER 26, 2011
 COMPLETION DATE - OCTOBER 29, 2011

ENG. EST. LOW BID
 \$ 566,767.59 \$ 487,083.92

% OVER/UNDER EST.
 -14.06 %

0.97 mi of full-depth concrete pavement repairs, diamond grinding, concrete joint and crack sealing, intermediate and joint concrete spall repairs, hot mix asphalt cold milling and resurfacing portions of mainline, and concrete bridge approach work on M-57 from the east bridge approach over Fish Creek easterly to the east city limits of Carson City, Montcalm County.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 487,083.92	Same	1 **
C & D Hughes, Inc.	\$ 544,911.64	Same	2
Tony Angelo Cement Construction Co.	\$ 562,868.31	Same	3
Kelcris Corporation	\$ 588,988.12	Same	4
Carlo Construction, Inc.	\$ 598,536.40	Same	5
Causie Contracting, Inc.	\$ 651,430.00	Same	6
Snowden, Inc.			
Kamminga & Roodvoets, Inc.			
Central Asphalt, Inc.			

6 Bidders

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

Purpose/Business Case: The 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:

107973A
 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: 48811.

36.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103070	\$ 520,251.31	\$ 525,358.35
	PROJECT STT 59051-109046		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 08, 2011		
	COMPLETION DATE - 12 working days		0.98 %

7.58 mi of overband crack filling and single chip sealing with shoulder upgrades on M-66 from south of Quarterline Road to south of M-46 in the city of Stanton, Montcalm County. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, L.L.C.	\$ 525,358.35	Same	1 **
Highway Maintenance & Construction	\$ 571,371.95	Same	2
Highway Maintenance and Construction			

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:

109046A	
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: 48888.

37. LETTING OF MARCH 04, 2011
 PROPOSAL 1103071 \$ ENG. EST. 445,652.60 \$ LOW BID 435,805.80
 PROJECT EBSL 84916-110554
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 02, 2011
 COMPLETION DATE - JULY 29, 2011 -2.21 %

75.14 mi of hot mix asphalt crack treatment on various state trunklines, Clinton, Eaton, Ingham, and Shiawassee Counties. This project includes a 2-year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 435,805.80	Same	1 **
C & D Hughes, Inc.	\$ 479,556.00	Same	2
Interstate Sealant & Concrete, Inc.	\$ 519,821.80	Same	3
Fahrner Asphalt Sealers, L.L.C.	\$ 695,996.80	Same	4
Michigan Joint Sealing, Inc.			
JMA Contracting, LLC			

4 Bidders

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

110554A

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: region-wide.

38. LETTING OF MARCH 04, 2011
 PROPOSAL 1103072 \$ ENG. EST. 439,249.04 \$ LOW BID 408,849.00
 PROJECT EBSL 84916-110592
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 26, 2011 -6.92 %

77.96 mi of overband crack filling and hot mix asphalt crack treatment on various trunkline routes, Livingston, Monroe, and Washtenaw Counties. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 408,849.00	Same	1 **
Michigan Joint Sealing, Inc.	\$ 446,470.70	Same	2
C & D Hughes, Inc.	\$ 529,675.00	Same	3
Interstate Sealant & Concrete, Inc.	\$ 608,222.36	Same	4
Fahrner Asphalt Sealers, L.L.C.	\$ 687,964.71	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:

110592A

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.

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: 49202.

40.	LETTING OF MARCH 04, 2011 PROPOSAL 1103074 PROJECT NH 82081-110753 LOCAL AGRMT. START DATE - JUNE 06, 2011 COMPLETION DATE - JUNE 30, 2011	ENG. EST. \$ 267,744.94	LOW BID \$ 307,588.01	% OVER/UNDER EST. 14.88 %
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1.25 mi of overband crack filling, bump grinding, and microsurfacing on M-153 from Wayne Road to Venoy Road in the cities of Westland and Garden City, Wayne County. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pavement Maintenance Systems, LLC	\$ 307,588.01	Same	1 **
Strawser Construction Inc.	\$ 336,113.84	Same	2

2 Bidders

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

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

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

Funding Source:

110753A

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.

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: 49250.

42. LETTING OF MARCH 04, 2011
 PROPOSAL 1103076 \$ ENG. EST. \$ LOW BID
 PROJECT ST 13131-109498 \$ 862,892.36 \$ 833,296.27
 LOCAL AGRMT. 11-5014 % OVER/UNDER EST.
 START DATE - JULY 01, 2011
 COMPLETION DATE - SEPTEMBER 01, 2011 -3.43 %

3.48 mi of hot mix asphalt cold milling and single course overlay, sidewalk ramp upgrades, permanent pavement markings, and maintaining traffic on M-96 from Armstrong Road to M-37 in the cities of Battle Creek and Springfield, Calhoun County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 833,296.27	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 891,957.69	Same	2
Kamminga & Roodvoets, Inc.			

2 Bidders

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

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

Purpose/Business Case: 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:

109498A
 City of Battle Creek 0.06 %
 Federal Highway Administration Funds 81.85 %
 State Restricted Trunkline Funds 18.09 %

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: 49037.

43. LETTING OF MARCH 04, 2011 ENG. EST. LOW BID
 PROPOSAL 1103077 \$ 709,061.89 \$ 608,630.89
 PROJECT NH 20014-110603
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 25, 2011
 COMPLETION DATE - MAY 31, 2011 -14.16 %

3.97 mi of hot mix asphalt cold milling and resurfacing on I-75 northbound from the US-127 ramp northerly to the I-75BL ramp, Crawford County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 608,630.89	Same	1 **
Pyramid Paving and Contracting Co.	\$ 717,247.59	Same	2
Payne & Dolan Inc.	\$ 772,291.39	Same	3
Bolen Asphalt Paving, Inc.			

3 Bidders

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

Purpose/Business Case: 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:

110603A

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: 49738.

44. LETTING OF MARCH 04, 2011 ENG. EST. LOW BID
 PROPOSAL 1103078 \$ 520,506.79 \$ 533,939.89
 PROJECT EBSL 25101-110117
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 06, 2011
 COMPLETION DATE - JULY 23, 2011 2.58 %

2.58 mi of hot mix asphalt cold milling and resurfacing, joint repairs, and sidewalk ramp upgrades on M-57 from the west city limits of Montrose easterly to Brent Run Creek in the city of Montrose, Genesee County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Company	\$ 533,939.89	Same	1 **
Pyramid Paving and Contracting Co.	\$ 610,556.75	\$ 610,356.75	2
Barrett Paving Materials Inc.	\$ 625,706.60	Same	3
Cadillac Asphalt, L.L.C.	\$ 666,689.89	Same	4

4 Bidders

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

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

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

Funding Source:

110117A

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: 48457.

45. LETTING OF MARCH 04, 2011
 PROPOSAL 1103079 \$ ENG. EST. 341,605.00 \$ LOW BID 305,708.00
 PROJECT NH 84912-110478
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 02, 2011
 COMPLETION DATE - 20 working days -10.51 %

52.35 mi of hot mix asphalt crack treatment on various routes, Lake, Manistee, Missaukee, Osceola, and Wexford Counties. This project includes a 2-year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 305,708.00	Same	1 **
Fahrner Asphalt Sealers, L.L.C.	\$ 323,341.09	Same	2
Interstate Sealant & Concrete, Inc.	\$ 333,840.55	Same	3
Carr's Outdoor Services, Inc.			
Michigan Joint Sealing, Inc.			

3 Bidders

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

Purpose/Business Case: 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:

110478A

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

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

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49601.

46. LETTING OF MARCH 04, 2011
 PROPOSAL 1103080 ENG. EST. \$ 853,529.34 LOW BID \$ 879,174.67
 PROJECT ST 37012-112073
 LOCAL AGRMT. 11-5033 % OVER/UNDER EST.
 START DATE - JULY 06, 2011
 COMPLETION DATE - AUGUST 25, 2011 3.00 %

1.49 mi of cold milling, hot mix asphalt overlay, joint repairs, ADA sidewalk ramp upgrades, and drainage structure repair on US-127BR from north of M-20 (High Street) northerly to North Mission Street in the city of Mount Pleasant, Isabella County. This project includes two 3 year materials and workmanship pavement warranties.

A 2011 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Central Asphalt, Inc.	\$ 879,174.67	Same	1 **
Pyramid Paving and Contracting Co.	\$ 928,186.62	Same	2
Kamminga & Roodvoets, Inc.			
Rieth-Riley Construction Co., Inc.			

2 Bidders

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

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

Purpose/Business Case: 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:

112073A
 Federal Highway Administration Funds 80.79 %
 City of Mt. Pleasant 1.30 %
 State Restricted Trunkline Funds 17.91 %

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

Risk Assessment: 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: 48858.

47. LETTING OF MARCH 04, 2011 ENG. EST. LOW BID
 PROPOSAL 1103081 \$ 384,482.71 \$ 464,003.42
 PROJECT NH 02041-111984
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2011 20.68 %

1.93 mi of concrete patch work repairs and miscellaneous concrete curb and gutter repairs on M-28 from west of Portage Street to east of Onota Street in the city of Munising, Alger County.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fiore Enterprises LLC	\$ 464,003.42	Same	1 **
Causie Contracting, Inc.	\$ 474,939.50	Same	2
Florence Cement Company	\$ 486,178.14	Same	3
Tony Angelo Cement Construction Co.	\$ 487,383.83	Same	4
Kelcris Corporation	\$ 512,828.36	Same	5
Bacco Construction Company			
Snowden, Inc.			

5 Bidders

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

111984A
 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: 49862.

48. LETTING OF MARCH 04, 2011 ENG. EST. LOW BID
 PROPOSAL 1103082 \$ 259,564.16 \$ 195,840.59
 PROJECT ST 84915-109708
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 11, 2011
 COMPLETION DATE - AUGUST 05, 2011 -24.55 %

26.76 mi of crack treatment and overband crack filling on US-12 from east of the village of Three Oaks to east of the village of Galin and from east of the village of Edwardsburg to the city of Union, and on M-62 from north of the village of Cassopolis to south of the city of Dowagiac, Berrien and Cass Counties. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, L.L.C.	\$ 195,840.59	Same	1 **
Michigan Joint Sealing, Inc.	\$ 220,872.30	Same	2
Scodeller Construction, Inc.	\$ 227,472.20	Same	3
Carr's Outdoor Services, Inc.	\$ 239,622.75	Same	4
Arnt Asphalt Sealing, Inc.	\$ 240,413.00	Same	5
Interstate Sealant & Concrete, Inc.	\$ 251,059.88	Same	6
Causie Contracting, Inc.	\$ 292,479.16	Same	7
JMA Contracting, LLC			

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

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:

M00225

State Restricted Trunkline Funds 100 %

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

Risk Assessment: 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: 48216.

50.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103084	\$ 1,229,278.30	\$ 989,351.26
	PROJECT EBSL 23051-110552		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 01, 2011		
	COMPLETION DATE - SEPTEMBER 01, 2011		-19.52 %

8.52 mi of paver placed surface seal, overband crack filling, crack pre-treatment, hot mix asphalt cold milling, resurfacing, and road reconstruction on M-50 (Clinton Trail) from I-69 to Hallwood Lane in the cities of Charlotte and Eaton Rapids, Eaton County. This project includes a 3-year pavement performance warranty.

A 2011 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 989,351.26	Same	1 **
Michigan Paving and Materials Comp	\$ 1,067,750.57	Same	2

2 Bidders

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

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

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

Funding Source:

110552A
 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: 48827.

51.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103085	\$ 657,069.04	\$ 697,476.25
	PROJECT NH 28012-110019		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - MAY 31, 2011		
	COMPLETION DATE - OCTOBER 07, 2011		6.15 %

1.13 mi of hot mix asphalt cold milling and resurfacing, detail 8 joint repairs, and sidewalk ramps on US-31/M-37 from 14th Street/Silver Lake Road to Grandview Parkway in the city of Traverse City, Grand Traverse County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane and Dozer, Inc.	\$ 697,476.25	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 731,827.95	Same	2

2 Bidders

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

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

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface

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

Funding Source:

110019A
 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: 49684.

52.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103086	\$ 333,349.98	\$ 304,249.96
	PROJECT NH 50052-110768		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 08, 2011		
	COMPLETION DATE - AUGUST 08, 2011		-8.73 %

0.56 mi of pavement repair, curb and gutter, ADA ramp upgrade, and pavement markings on M-3 from Gratiot Avenue to I-94, Macomb County. This project includes a 3 year materials and workmanship pavement warranty.

A 2011 highway preventive maintenance project.

2.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, L.L.C.	\$ 304,249.96	Same	1 **
Barrett Paving Materials Inc.	\$ 313,537.47	Same	2
Ajax Paving Industries, Inc.	\$ 327,487.54	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:

110768A

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: 48047, 48051.

53. LETTING OF MARCH 04, 2011 ENG. EST. LOW BID
 PROPOSAL 1103087 \$ 95,510.47 \$ 73,508.15
 PROJECT EBSL 84912-110667
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 16, 2011
 COMPLETION DATE - JULY 29, 2011 -23.04 %

14.47 mi of hot mix asphalt crack treatment on US-23 from north of Lakeshore Drive to Everett Road, on M-33 from north of County Road 604 to south of County Road 489, on M-72 from Crooked Lake Road to west of M-65, and on M-68 from Curtis Road to US-23, Alcona, Oscoda, and Presque Isle Counties. This project includes a 2 year pavement performance warranty.

A 2011 highway preventive maintenance project.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, L.L.C.	\$ 73,508.15	Same	1 **
Scodeller Construction, Inc.	\$ 83,926.50	Same	2
Michigan Joint Sealing, Inc.	\$ 86,403.00	Same	3
Carr's Outdoor Services, Inc.	\$ 95,000.00	Same	4
Interstate Sealant & Concrete, Inc.	\$ 111,322.64	Same	5
Causie Contracting, Inc.	\$ 114,020.00	Same	6
JMA Contracting, LLC			

6 Bidders

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

Purpose/Business Case: The 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:

110667A

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

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

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49709 TSC Wide.

LOCAL PROJECTS

54. LETTING OF MARCH 04, 2011
 PROPOSAL 1103005
 PROJECT BRO 33001-109321
 LOCAL AGRMT. 11-5006
 START DATE - 10 days after award
 COMPLETION DATE - JULY 29, 2011

ENG. EST.
 \$ 845,089.45

LOW BID
 \$ 743,289.09

% OVER/UNDER EST.
 -12.05 %

Bridge removal and replacement with 27-inch prestressed concrete beam, placing riprap, approach work, and maintaining traffic on Willoughby Road over Sycamore Creek, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. E. Kloote Contracting, Inc.	\$ 743,289.09	Same	1 **
S-L and H Contractors Incorporated	\$ 760,130.93	Same	2
Milbocker and Sons, Inc.			
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Kamminga & Roodvoets, Inc.			
Nashville Construction Company			
Walter Toebe Construction Company			
Anlaan Corporation			

2 Bidders

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

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

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

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

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

Funding Source:

109321A	
Ingham County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49735.

56.	LETTING OF MARCH 04, 2011 PROPOSAL 1103007 PROJECT MCS 29013-105293 LOCAL AGRMT. 10-5807 START DATE - 10 days after award COMPLETION DATE - AUGUST 26, 2011	ENG. EST. \$ 773,978.00	LOW BID \$ 533,381.90
			% OVER/UNDER EST.
			-31.09 %

Bridge superstructure replacement and pier removal, approach work, hot mix asphalt paving, and guardrail placement on Bridge Avenue at Pine River in the city of Alma, Gratiot County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Miller Development, Inc.	\$ 533,381.90	Same	1 **
L. W. Lamb, Inc.	\$ 556,059.07	Same	2
S-L and H Contractors Incorporated	\$ 563,507.44	Same	3
Nashville Construction Company	\$ 632,429.33	Same	4
Walter Toebe Construction Company	\$ 652,207.10	Same	5
J. E. Kloote Contracting, Inc.	\$ 661,989.28	Same	6
Anlaan Corporation			
J. Slagter & Son Construction Co.			
Kamminga & Roodvoets, Inc.			
Milbocker and Sons, Inc.			

6 Bidders

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

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

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

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

Funding Source:

105293A
 City of Alma 5.00 %
 State Restricted Trunkline Funds 95.00 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48801.

57.	LETTING OF MARCH 04, 2011 PROPOSAL 1103008 PROJECT STL 47555-112148 LOCAL AGRMT. 11-5019 START DATE - MAY 10, 2011 COMPLETION DATE - 45 calendar days	ENG. EST. \$ 722,812.00	LOW BID \$ 515,487.75 % OVER/UNDER EST. -28.68 %
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1.39 mi of hot mix asphalt cold milling, crushing and shaping, resurfacing, aggregate shoulders, joint and crack repairs, and concrete curb and gutter on Old US-23 Highway from Hogan Road northerly to White Lake Road, Livingston County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Company	\$ 515,487.75	Same	1 **
Cadillac Asphalt, L.L.C.	\$ 538,655.18	Same	2
Ajax Paving Industries, Inc.	\$ 593,473.75	Same	3
Barrett Paving Materials Inc.	\$ 605,085.65	Same	4
Florence Cement Company	\$ 646,963.40	Same	5
Nagle Paving Company	\$ 678,644.40	Same	6
Al's Asphalt Paving Co.	\$ 745,796.45	Same	7
Pro-Line Asphalt Paving Corp.			
ABC Paving Company			

7 Bidders

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

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

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

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

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

Funding Source:

112148A	
Livingston County	20.00 %
Federal Highway Administration Funds	60.00 %
State Restricted Trunkline Funds	20.00 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48430.

58.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103009	\$ 381,871.97	\$ 364,979.85
	PROJECT STH 05609-108582		
	LOCAL AGRMT. 10-5712		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2011		-4.42 %

25.78 mi of tree removal, culvert extensions, permanent signing, pavement markings, and hot mix asphalt shoulder ribbon on East Torch Lake Drive from Alden Highway northerly to M-88, Antrim County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan Inc.	\$ 364,979.85	Same	1 **
Elmer's Crane and Dozer, Inc.	\$ 395,310.00	Same	2
Rieth-Riley Construction Co., Inc.	\$ 413,276.49	Same	3

3 Bidders

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

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

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

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

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

Funding Source:

108582A
 Antrim County 20.00 %
 Federal Highway Administration Funds 80.00 %

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

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

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49676.

59.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103010	\$ 237,126.40	\$ 224,265.92
	PROJECT STL 67011-110516		
	LOCAL AGRMT. 11-5007		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 01, 2011		-5.42 %

1.02 mi of hot mix asphalt paving and pavement markings on Old US-131 from 1 Mile Road northerly to 2 Mile Road, Osceola County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 224,265.92	Same	1 **
Elmer's Crane and Dozer, Inc.	\$ 244,408.72	Same	2
D. J. McQuestion & Sons, Inc.	\$ 316,816.00	Same	3
Central Asphalt, Inc.			

3 Bidders

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

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

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

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

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

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

Funding Source:

110516A	
Osceola County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49677.

60.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103011	\$ 227,324.43	\$ 225,278.85
	PROJECT EDDF 30555-106433		
	LOCAL AGRMT. 11-5003		% OVER/UNDER EST.
	START DATE - JUNE 06, 2011		
	COMPLETION DATE - MAY 01, 2012		-0.90 %

0.90 mi of hot mix asphalt cold milling and resurfacing, shoulders, pavement marking, traffic control, and slope restoration on East Saint Joe Street from Wade Road to Adams Road in the city of Litchfield, Hillsdale County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 225,278.85	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 240,561.92	Same	2
Gerken Paving, Inc.	\$ 251,522.16	Same	3

3 Bidders

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

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

roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

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

Purpose/Business Case: This project is for creating an all-season road system involving a portion of highway under the local jurisdiction. This project was selected through a process defined in current legislation.

Benefit: By awarding this project, the state trunkline system is complimented, economic development is enhanced, and seasonal disruptions due to load restrictions are minimized. This improvement will provide increased economic value and quality of life for the traveling public.

Funding Source:

106433A	
Federal Highway Administration Funds	35.00 %
City of Litchfield	12.00 %
State Restricted Trunkline Funds	53.00 %

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

Risk Assessment: If this project is not awarded, the opportunity to support commercial activities may be lost.

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49252.

61.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103012	\$ 157,627.63	\$ 184,204.99
	PROJECT MCS 38017-102571		
	LOCAL AGRMT. 11-5008		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2011		16.86 %

Bridge deck overlay, sidewalk replacement, structural steel repair, substructure repair, approach work, and maintaining traffic on East High Street over the Grand River in the city of Jackson, Jackson County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 184,204.99	Same	1 **
J. Slagter & Son Construction Co.	\$ 188,593.82	Same	2
Structural Group, Inc.	\$ 248,875.21	Same	3
Kamminga & Roodvoets, Inc.			
L. W. Lamb, Inc.			
Milbocker and Sons, Inc.			
C. A. Hull Co., Inc.			

3 Bidders

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

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

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

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

Funding Source:

102571A

City of Jackson	5.00 %
State Restricted Trunkline Funds	95.00 %

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

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

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

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 49203.

62.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103013	\$ 885,804.00	\$ 692,940.20
	PROJECT STU 41401-112075		
	LOCAL AGRMT. 11-5009		% OVER/UNDER EST.
	START DATE - APRIL 25, 2011		
	COMPLETION DATE - OCTOBER 05, 2012		-21.77 %

0.98 mi of hot mix asphalt road resurfacing including concrete pavement repairs, curb, gutter, and sidewalk, hot mix asphalt paving, and pavement markings on Breton Avenue from 28th Street (M-11) to Burton Street in the city of Grand Rapids, Kent County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 692,940.20	Same	1 **
Kammaing & Roodvoets, Inc.	\$ 719,649.12	Same	2
Rieth-Riley Construction Co., Inc.	\$ 766,992.40	Same	3

3 Bidders

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

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

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

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

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

Funding Source:

112075A	
Federal Highway Administration Funds	79.13 %
City of Grand Rapids	20.87 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49546.

63.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103014	\$ 569,837.45	\$ 505,637.64
	PROJECT BRT 30012-105361		
	LOCAL AGRMT. 11-5034		% OVER/UNDER EST.
	START DATE - JULY 05, 2011		
	COMPLETION DATE - SEPTEMBER 30, 2011		-11.27 %

Removal of existing structure, bridge replacement with precast 3-sided culvert, foundation excavation, slope protection, approach work, and maintaining traffic on Camden Road at Laird Creek, Hillsdale County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 505,637.64	Same	1 **
J. E. Kloote Contracting, Inc.	\$ 533,689.80	Same	2
S-L and H Contractors Incorporated	\$ 536,832.88	Same	3
E.T. MacKenzie Company	\$ 562,117.26	Same	4
Anlaan Corporation	\$ 578,788.00	Same	5
L.J. Construction, Inc.	\$ 611,609.25	Same	6
Nashville Construction Company	\$ 627,091.78	Same	7
Carlo Construction, Inc.	\$ 704,829.11	Same	8
J. Slagter & Son Construction Co.			
Riverworks Construction, Inc.			
Mead Bros. Excavating Inc.			
Faust Corporation			
Kamminga & Roodvoets, Inc.			

8 Bidders

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

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

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

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

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

Funding Source:

105361A

Hillsdale County	5.18 %
Federal Highway Administration Funds	79.85 %
State Restricted Trunkline Funds	14.97 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49242.

64. LETTING OF MARCH 04, 2011
 PROPOSAL 1103015
 PROJECT STH 35609-108815
 LOCAL AGRMT. 11-5023
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2011

	ENG. EST.	LOW BID
	\$ 76,865.00	\$ 69,274.00
	% OVER/UNDER EST.	
	-9.88 %	

0.11 mi of bridge and approach guardrail upgrades on Curtis Road at Smith Creek and on Carpenter Road at East Branch Au Gres River, Iosco County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-Valley Landscaping, Inc.	\$ 69,274.00	Same	1 **
Nashville Construction Company	\$ 77,268.30	Same	2
Snowden, Inc.	\$ 94,221.00	Same	3
Rite Way Fence, Inc.	\$ 110,554.00	Same	4
J. Ranck Electric, Inc.			
Action Traffic Maintenance, Inc.			
J & J Contracting, Inc.			

4 Bidders

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

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

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

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

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

Funding Source:

108815A	
Iosco County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48763.

65.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103016	\$ 454,059.50	\$ 399,861.43
	PROJECT STUL 01400-109064		
	LOCAL AGRMT. 11-5036		% OVER/UNDER EST.
	START DATE - APRIL 30, 2011		
	COMPLETION DATE - OCTOBER 03, 2011		-11.94 %

3.74 mi of hot mix asphalt base crushing, shaping, and paving, excavation, embankment, intersection and drainage improvements, pavement markings, and sign replacements on South Cedar Lake Road from Kings Corner Road to Cedar Lake Drive, Alcona County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Katterman Trucking, Inc.	\$ 399,861.43	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 408,006.55	Same	2
Cordes Excavating, Inc.	\$ 436,900.71	Same	3
D. J. McQuestion & Sons, Inc.	\$ 468,308.36	Same	4
Rieth-Riley Construction Co., Inc.			
Don Meeks Construction, LLC			
Pyramid Paving and Contracting Co.			

4 Bidders

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

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

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

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

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

Funding Source:

109064A
 Alcona County 18.15 %
 Federal Highway Administration Funds 81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48738.

66. LETTING OF MARCH 04, 2011
 PROPOSAL 1103017
 PROJECT EDDF 11555-103385
 LOCAL AGRMT. 11-5043
 START DATE - JULY 01, 2011
 COMPLETION DATE - SEPTEMBER 02, 2011

ENG. EST.	LOW BID
\$ 215,889.00	\$ 193,533.64
	% OVER/UNDER EST.
	-10.36 %

0.24 mi of machine grading, sewer, hot mix asphalt removal and paving, curb and gutter, sidewalk, and traffic control on South Elm Street at US-12 in the village of Three Oaks, Berrien County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kalin Construction Co., Inc.	\$ 193,533.64	Same	1 **
Northern Construction Services, Co.	\$ 198,267.54	Same	2
Don Meeks Construction, LLC	\$ 209,440.75	Same	3
Nashville Construction Company	\$ 228,006.44	Same	4
Kamminga & Roodvoets, Inc.	\$ 233,483.40	Same	5
Cripps Fontaine Excavating, Inc.	\$ 256,431.50	Same	6
Mead Bros. Excavating Inc.	\$ 265,539.04	Same	7
Rieth-Riley Construction Co., Inc.	\$ 313,212.44	Same	8
Peters Construction Co.			
Michigan Paving and Materials Comp			
Milbocker and Sons, Inc.			
Triangle Excavators, Inc.			

8 Bidders

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

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

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

Purpose/Business Case: This project is for creating an all-season road system involving a portion of highway under the local jurisdiction. This project was selected through a process defined in current legislation.

Benefit: By awarding this project, the state trunkline system is complimented, economic development is enhanced, and seasonal disruptions due to load restrictions are minimized. This improvement will provide increased economic value and quality of life for the traveling public.

Funding Source:

103385A	
Federal Highway Administration Funds	80.00 %
Village of Three Oaks	20.00 %

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

Risk Assessment: If this project is not awarded, the opportunity to support commercial activities may be lost.

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49128.

67.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103025	\$ 798,733.20	\$ 737,951.00
	PROJECT CMG 19400-110089		
	LOCAL AGRMT. 11-5024		% OVER/UNDER EST.
	START DATE - JUNE 13, 2011		
	COMPLETION DATE - AUGUST 19, 2011		-7.61 %

0.92 mi of hot mix asphalt base crushing and shaping with widening and concrete sidewalk on Townsend Street between Oakland Street and US-127BR in the city of St. Johns, Clinton County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 737,951.00	Same	1 **
C L Trucking & Excavating, LLC	\$ 739,403.55	Same	2
Rieth-Riley Construction Co., Inc.	\$ 776,689.14	Same	3
Wonsey Tree Service, Inc.	\$ 778,003.84	Same	4
Zito Construction	\$ 803,875.10	Same	5
Nashville Construction Company	\$ 806,998.58	Same	6
Eastlund Concrete Construction	\$ 807,264.51	Same	7
Crawford Contracting, Inc.	\$ 807,914.33	Same	8
Kanninga & Roodvoets, Inc.	\$ 818,004.60	Same	9
Milbocker and Sons, Inc.	\$ 824,936.04	Same	10
E.T. MacKenzie Company	\$ 905,696.90	Same	11
L.J. Construction, Inc.			
Rohde Bros. Excavating, Inc.			

Nagel Construction, Inc.
 Michigan Paving and Materials Comp
 Don Meeks Construction, LLC
 D. J. McQuestion & Sons, Inc.

11 Bidders

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

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

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

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

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

Funding Source:

110089A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48879.

68.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103026	\$ 308,295.38	\$ 274,179.62
	PROJECT HPSL 59117-111527		
	LOCAL AGRMT. 11-5029		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2011		-11.07 %

1.00 mi of concrete bike path, grading, aggregate base course, concrete curb and gutter, hot mix asphalt approach work, and tree location on Fred Meijer Heartland Trail, on Greenville West Drive from Hillcrest Street southwesterly to Elmwood Street, on Maplewood Street from Elmwood Street southerly to Meijer Drive, and on Meijer Drive from Maplewood Street to west of Maplewood Street in the city of Greenville, Montcalm County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 274,179.62	Same	1 **
Dykema Excavators, Inc.	\$ 276,859.98	Same	2
Schippers Excavating, Inc.	\$ 292,110.73	Same	3
C L Trucking & Excavating, LLC	\$ 298,909.41	Same	4
Katerberg-Verhage, Inc.	\$ 302,300.00	Same	5
Eastlund Concrete Construction	\$ 304,363.84	Same	6
Davis Construction, Inc.	\$ 317,274.05	Same	7
L.J. Construction, Inc.	\$ 319,104.10	Same	8
Robbin Harsh Excavating, Inc.	\$ 321,602.36	Same	9
Diversco Construction Company, Inc.	\$ 323,591.12	Same	10
Nashville Construction Company	\$ 326,828.47	Same	11
Crawford Contracting, Inc.	\$ 345,572.97	Same	12
Fred Myers Excavating & Trucking	\$ 346,614.38	Same	13
Fiore Enterprises LLC	\$ 352,333.83	Same	14
Audia Concrete Construction, Inc.			
Nagel Construction, Inc.			
Milbocker and Sons, Inc.			
Dean's Landscaping & Excavating			
D. J. McQuestion & Sons, Inc.			
Don Meeks Construction, LLC			
Wonsey Tree Service, Inc.			
Jack Dykstra Excavating, Inc.			
Weick Bros., Inc.			

14 Bidders

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

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

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

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

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

Funding Source:

111527A

Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	
City of Greenville	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.

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

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

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

Funding Source:

111974A

Federal Highway Administration Funds	81.85 %
City of Swartz Creek	18.15 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48473.

70.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103028	\$ 77,949.00	\$ 74,870.72
	PROJECT HRRR 44609-107998		
	LOCAL AGRMT. 11-5040		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 01, 2011		-3.95 %

2.77 mi of tree removal, guardrail installation, pavement marking rumble strip, permanent signing, and flashing beacon traffic signal on Hadley Road from Stewart Road northerly to Lippencott Road, Lapeer County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 74,870.72	Same	1 **
Heinz Tree Service, Inc.	\$ 76,888.00	Same	2
Tri-Valley Landscaping, Inc.	\$ 80,471.20	Same	3
Zito Construction	\$ 90,315.00	Same	4
Snowden, Inc.	\$ 94,289.90	Same	5
Nashville Construction Company	\$ 100,105.26	Same	6
Action Traffic Maintenance, Inc.			
J & J Contracting, Inc.			

6 Bidders

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

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

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

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

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

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

Funding Source:

107998A

Lapeer County	10.00 %
Federal Highway Administration Funds	90.00 %

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

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

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48446.

71.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103038	\$ 1,296,351.50	\$ 1,109,923.35
	PROJECT STL 38555-90389		
	LOCAL AGRMT. 11-5015		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 90 calendar days		-14.38 %

2.05 mi of hot mix asphalt paving, rubblized pavement, shoulders, machine grading, stump removal, pavement markings, slope restoration, and traffic control on County Farm Road from west of Sandstone Road to Gardner Road, Jackson County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 1,109,923.35	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,131,109.72	Same	2
Barrett Paving Materials Inc.	\$ 1,224,171.96	Same	3

3 Bidders

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

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

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

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

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

Funding Source:

90389A

Federal Highway Administration Funds	63.00 %
State Restricted Trunkline Funds	37.00 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49201.

72.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103040	\$ 765,835.66	\$ 799,069.00
	PROJECT CMG 50400-109654		
	LOCAL AGRMT. 11-5046		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2011		4.34 %

Traffic signal upgrade, wireless interconnect, vehicle/pedestrian detection, and video surveillance on 10 Mile Road from Dequindre Road to Jefferson Avenue in the cities of Center Line, Roseville, Eastpointe, and St. Clair Shores, Macomb County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power and Lighting	\$ 799,069.00	Same	1 **
J. Ranck Electric, Inc.	\$ 856,030.23	Same	2
Rauhorn Electric, Inc.	\$ 933,279.27	Same	3
Severance Electric Co., Inc.	\$ 976,621.94	Same	4
Motor City Electric Utilities Comp			
Martell Electric, LLC			

4 Bidders

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

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

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

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

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

Funding Source:

109654A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48093.

73. LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
PROPOSAL 1103041	\$ 680,115.47	\$ 622,823.00
PROJECT CMG 50400-109653		
LOCAL AGRMT. 11-5045		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - AUGUST 31, 2011		-8.42 %

Traffic signal upgrades, wireless interconnect, vehicle/pedestrian detection, and video surveillance on 23 Mile Road from Dequindre Road to Gratiot Avenue (M-3), Macomb County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power and Lighting	\$ 622,823.00	Same	1 **
Rauhorn Electric, Inc.	\$ 648,313.72	Same	2
J. Ranck Electric, Inc.	\$ 712,614.23	Same	3
Severance Electric Co., Inc.	\$ 780,517.43	Same	4
Martell Electric, LLC			
Motor City Electric Utilities Comp			

4 Bidders

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

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

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

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

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

Funding Source:

109653A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48042.

74. LETTING OF MARCH 04, 2011
 PROPOSAL 1103042 ENG. EST. LOW BID
 \$ 155,569.21 \$ 142,626.80
 PROJECT STH 22609-108593
 LOCAL AGRMT. 11-5048 % OVER/UNDER EST.
 START DATE - MAY 31, 2011
 COMPLETION DATE - JULY 29, 2011 -8.32 %

0.10 mi of intersection realignment and roadway reconstruction including earth excavation, curb and gutter removal, subbase, aggregate base, hot mix asphalt surfacing, curb and gutter, storm sewer improvements, and safety item upgrades on 9th Street and Railroad Street at US-2 and Walnut Street from US-2 to Railroad Street in the city of Norway, Dickinson County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan Inc.	\$ 142,626.80	Same	1 **
Barley Trucking & Excavating, Inc.	\$ 149,485.10	Same	2
Bacco Construction Company	\$ 169,541.05	Same	3
Musson Bros., Inc.	\$ 180,556.57	\$ 178,006.57	4
Smith Paving, Inc.	\$ 190,154.05	Same	5
Oberstar Inc.			
A. Lindberg & Sons, Inc.			
Don Meeks Construction, LLC			

5 Bidders

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

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

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

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

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

Funding Source:

108593A	
Federal Highway Administration Funds	80.00 %
City of Norway	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.

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

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

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

Funding Source:

108794A		
Federal Highway Administration Funds		80.00 %
(Transportation Enhancement Funds)		
Village of Merrill		20.00 %
77757A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %

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

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

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

New Project Identification: Enhancement and road rehabilitation.

Selection: Low bid.

Zip Code: 48637.

76.	LETTING OF MARCH 04, 2011	ENG. EST.	LOW BID
	PROPOSAL 1103047	\$ 474,483.25	\$ 434,475.00
	PROJECT CM 46400-110021		
	LOCAL AGRMT. 10-5665		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2011		-8.43 %

Connection of existing pathway to the southern most part of the city on Kiwanis Trail from south of Merrick Street to Riverside Park over the Raisin River in the city of Adrian, Lenawee County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.J. Construction, Inc.	\$ 434,475.00	Same	1 **
Warren Contractors & Development,	\$ 473,893.85	Same	2
J. E. Kloote Contracting, Inc.	\$ 477,061.31	Same	3
L. W. Lamb, Inc.	\$ 496,439.26	Same	4
Riverworks Construction, Inc.	\$ 536,328.50	Same	5
S-L and H Contractors Incorporated	\$ 596,990.70	Same	6
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			

6 Bidders

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

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

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

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

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

Funding Source:

110021A

City of Adrian	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49221.

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 ARRA funds.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 88,779,506.44	Same	1 **
Walter Toebe Construction Company	\$ 94,436,517.00	Same	2
Walsh Construction Company Of Ill.	\$114,929,000.94	Same	3
E. C. Korneffel Co.			
Angelo Iafrate Construction Company			
C. A. Hull Co., Inc.			
Ajax Paving Industries, Inc.			
Posen Construction, Inc.			

3 Bidders

LOCAL PROJECT

81.	LETTING OF SEPTEMBER 24, 2010	ENG. EST.	LOW BID
	PROPOSAL 1009603	\$ 1,057,675.70	\$ 828,850.07
	PROJECT ARU 50458-106739, ETC		
	LOCAL AGRMT. 10-5597		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2011		-21.63 %

1.02 mi of cold milling hot mix asphalt surfacing and concrete curb and gutter on Chicago Road from 13 Mile Road to Van Dyke Road and from Mound Road to 13 Mile Road in the city of Warren, Macomb County.

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

5.00 % DBE participation required

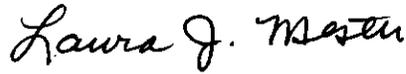
BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 828,850.07	Same	1 **
Florence Cement Company	\$ 839,362.56	Same	2
Barrett Paving Materials Inc.	\$ 864,715.89	Same	3
Cadillac Asphalt, L.L.C.	\$ 926,381.17	Same	4
James P Contracting, Inc.	\$ 929,745.66	Same	5
Pro-Line Asphalt Paving Corp.	\$ 957,220.94	Same	6

6 Bidders

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 February 9, 2011.

Respectfully submitted,



 Kirk T. Steudle
Director

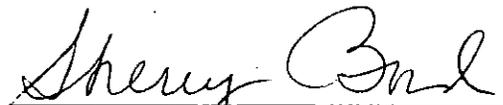
Mr. Senyko presented the Transportation and Natural Resources Committee Report for the regular meeting of March 9, 2011. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Senyko moved that the Report covering the regular meeting of March 9, 2011, be approved and adopted with Items 34 and 49 of the Supplemental MDOT agenda withdrawn by the Department of Transportation at the State Administrative Board on March 15, 2011. The motion was supported by Ms. Isaacs and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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



SECRETARY



CHAIRPERSON

Michigan State
Administrative Board

**RESOLUTION ORDERING APPROVAL OF THE CITY OF FLINT'S APPLICATION
FOR FISCAL STABILIZATION BONDS**

CITY OF FLINT (the "City")

WHEREAS, by its Resolution Authorizing Application to State Administrative Board for Approval to Issue Not to Exceed \$20,000,000 in Fiscal Stabilization Bonds, adopted on January 10, 2011 (the "Initial Resolution"), the City Council of the City (the "Council") determined that the City had an accumulated operating deficit as of the end of its fiscal year ended June 30, 2010 (determined in accordance with generally accepted accounting principles), in the estimated amount of \$16,552,871 and is projected to have an accumulated operating deficit as of the end of its fiscal year ending June 30, 2011 (determined in accordance with generally accepted accounting principles), in the projected amount of \$3,334,129 (together, the "Accumulated Operating Deficit"); and

WHEREAS, the Council further determined in the Initial Resolution that the Accumulated Operating Deficit exceeds the amount which the City may borrow from the Emergency Municipal Loan Fund pursuant to the Emergency Municipal Loan Act, Act No. 243, Public Acts of Michigan, 1980, as amended ("Act 243"), and also exceeds the amount that the City can fund by issuing tax anticipation notes pursuant to Act 34, Public Acts of Michigan, 2001, as amended ("Act 34"); and

WHEREAS, the Fiscal Stabilization Act, Act No. 80, Public Acts of Michigan 1981, as amended ("Act 80") authorizes the City, upon satisfaction of applicable conditions, to borrow money and issue its bonds or obligations either for the purpose of funding an operating deficit for a past fiscal year or years or for funding a projected operating deficit in the current fiscal year, or for funding both; and

WHEREAS, pursuant to the Initial Resolution, and in accordance with Act 80, the Council made a determination that it was necessary for the City to apply to the State Administrative Board for an order approving the issuance of bonds in an amount necessary to fund a portion of the Accumulated Operating Deficit, to potentially prepay all or a portion of the principal of and interest on or redeem prior to maturity certain outstanding bonds, notes and other obligations of the City, and to pay other related expenditures authorized by Act 80 and in connection with the issuance of the bonds and the refunding; and

WHEREAS, the City has applied to the Secretary of the State Administrative Board and the State Administrative Board has received an application (the "Application") and supporting materials from the City for an order approving the issuance of not to exceed \$8,000,000 of its Fiscal Stabilization Bonds (Limited Tax General Obligation), Series 2011 (the "Bonds"); and

NOW, THEREFORE, BE IT RESOLVED THAT:

I. The State Administrative Board determines and accordingly orders that the City's Application to issue the Bonds in the aggregate principal amount of not to exceed \$8,000,000 for the purpose of funding the Accumulated Operating Deficit and paying the costs of issuance of the Bonds and such other costs and expenses permitted by Act 80, is hereby approved.

APPROVED

March 15, 2011

March 15, 2011 No. 185

Michigan State
Administrative Board

AYES:

Governor's Delegate, Dave Murley

Lt. Governor's Delegate, Nat Forstner

Attorney General's Delegate, Carol Isaacs

Secretary of State's Delegate, Mike Senyko

State Treasurer's Delegate, Mary Mac Dowell

MDOT Director's Delegate, Laura Mester

Superintendent of Public Instruction's Delegate, Janet Laverty

NAYS:

Governor's Delegate, _____

Lt. Governor's Delegate, _____

Attorney General's Delegate, _____

Secretary of State's Delegate, _____

State Treasurer's Delegate, _____

MDOT Director's Delegate, _____

Superintendent of Public Instruction's Delegate, _____

RESOLUTION DECLARED ADOPTED.

Sherry Bond
Secretary, State Administrative Board

Dated: 3/15, 2011

APPROVED

MAR 15 2011

**MICHIGAN STATE
ADMINISTRATIVE BOARD**