

APPROVED

May 3, 2011

Michigan State
Administrative Board

Lansing, Michigan

April 19, 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, April 19, 2011, at 11:00 a.m.

Present: Mike Gadola, Legal Counsel, representing Rick Snyder, Chairperson
Nat Forstner, Chief of Staff, representing Brian Calley, Lt. Governor
Anne Corgan, Director, Legal and Regulatory Affairs, representing Ruth Johnson, Secretary of State
Daniel Sonneveldt, Assistant Attorney General, representing Bill Schuette, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Andy Dillon, State Treasurer
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Ed Timpf, Administrator, Financial Operations Division, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Iris Lopez, Department of Attorney General; Janet Rouse, Department of Technology, Management and Budget; Jason Clark, Rose Cousin, Dee Grover, Jean Ingersoll, Department of Transportation

1. CALL TO ORDER:

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

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

Ms. Wolenberg moved that the minutes of the regular meeting of April 5, 2011, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

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

NONE

APPROVED

April 19, 2011

April 19, 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 April 12, 2011. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved

Mary G. MacDowell

Member: David Murley, representing
Governor Snyder

Approved

David Murley

Member: Nat Forstner, representing
Lt. Governor Calley

Approved

Nat Forstner

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

Ms. MacDowell called the meeting to order.

The Building Committee Amended Regular Agenda and Recovery Act Funds
Agenda were presented.

Following discussion, Mr. Murley moved that the Amended 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.

4. COMMUNICATIONS:

2011 1st Quarter Report of the Chief Compliance Officer

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

DEPARTMENT OF TRANSPORTATION,
Operations Administrative Services, 4/19/2011
Department Services Division, 4/19/2011

PITTSFIELD CHARTER TOWNSHIP, Clerks Office, 4/19/2011

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

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

A M E N D E D A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

April 12, 2011 / April 19, 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
– DTMB Records Building – Exterior Wall Repair and Storage Build-Out
File No. 071/10393.JNS - Index No. 44315
Low Responsive Bidder: Daniels Building Company, Inc., Brighton, Michigan;
\$255,000.00

Purpose/Business Case

The purpose of this contract is to complete renovations within the DTMB Records Building to allow Department of Treasury Records to be moved into this facility from current leased space. In addition, this contract will address repair of exterior building walls, where brick has separated from the underlying structure, causing a health and safety hazard.

Benefit

The State will benefit by moving Department of Treasury Records out of leased space as well as eliminating a potential safety issue.

Funding Source

100% 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 continued costs for the current lease space and the potential failure of the brick fascia.

Zip Code

48906

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, OWOSSO – Former
Launderama/Magnetek – In-Situ Thermal Remediation System
File No. 777/11044.RRD - Index No. 44801
Low Responsive Bidder: NESA & Associates, Inc., Warren; \$1,798,000.00

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Purpose/Business Case

The purpose of this contract is to install and operate the in-situ thermal remediation system. The site is a former dry cleaner/laundromat. Elevated concentrations of chlorinated solvents have been identified at the site. Site soils, groundwater, and indoor air have been impacted. These contaminants are carcinogens and may subject the public to an unacceptable health risk.

Benefit

The State will benefit by abating the environmental hazard, protecting public health and the environment.

Funding Source

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 Assessment

Failure to approve this contract will result in leaving known hazardous contamination on site that may pose substantial threat to public health and the environment, violating environmental regulations.

Zip Code

48867

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

3. DEPARTMENT OF STATE, HUDSONVILLE - Addendum No. 1 to Lease No. 10497-2006 approved by the State Administrative Board on June 19, 2007, between East James Associates, LLC, a Michigan Limited Liability Company, 990 Post Avenue, Holland, Michigan 49424, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of State, as Lessee, for 3,760 square feet of space located at 5211 Cherry Avenue, Hudsonville, Michigan 49426. This Addendum provides for extending the current term at a reduced rental rate, adding one five-year renewal option, and updating lease language. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The current annual per square foot rental rate for this space is \$14.04 (\$4,399.20 per month). The annual per square foot rental rate for this space beginning June 1, 2011 is \$12.97 (\$4,062.60 per month). This rate does not include utilities, janitorial service, dumpster service, maintenance of fire extinguishers, telecommunication, and alarm system monitoring. This Addendum contains one five-year renewal option with an annual per square foot rental rate of \$13.13 (\$4,114.26 per month). This Addendum contains a standard cancellation clause with 90 days notice. The Attorney General has conditionally approved this Addendum as to legal form and the conditions have been met.

Purpose/Business Case

The purpose of this Addendum is to extend the current term and add one five-year renewal option to the current lease. The Department is satisfied with the current

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location. The Lessor has kept the property in good condition and has been responsive towards the needs of the Department.

Benefit

The Addendum allows the Department to secure a rental rate savings of \$60,588 during the next three years, while remaining at their current location, thereby avoiding relocation costs. The rental rate is within market value for comparable spaces.

Source of Funds

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

33.9% General Funds

Commitment

One five-year renewal option; however, this Addendum contains a Standard cancellation clause with 90 days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from providing uninterrupted services at an established location and could possibly cause an increase in costs if forced to relocate.

Zip Code

49426

4. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH, GAYLORD - Addendum No. 1 to Lease No. 4382 approved by the State Administrative Board on November 7, 2000, between Gottloeb Investments, LLC, a Michigan Limited Liability Company, 114 South Center Street, Suite 101, Gaylord, Michigan 49735, as Lessor, and the State of Michigan by the Department of Technology, Management & Budget for the Department of Energy, Labor & Economic Growth, as Lessee, for 822 square feet of space located at 200 South Court Street, Gaylord, Michigan 49735. This Addendum provides for reducing the total square footage, and add improvements to the space provided at no additional cost to the State, extending the current term, adding one five-year renewal option, and updating lease language. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for the current term, which is being extended, is \$12.53 (\$858 per month). This rate does not include telecommunications. This Addendum contains one five-year renewal option with an annual per square foot rental rate of \$13.15 (\$901 per month). This Addendum contains a standard cancellation clause with 90 days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The purpose of this Addendum is to reduce the total square footage leased to the Department by 218 square feet, extend the current term and add one five-year renewal option to the current lease.

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Benefit

The Addendum allows the Department to add new carpet and paint while securing a rental rate savings of \$2,600, by remaining at their current location, thereby avoiding relocation costs. The rental rate is within market value for comparable spaces.

Source of Funds

78.8% Federal Funds

21.2% General Funds

Commitment

One five-year renewal option; however, this Addendum contains a Standard cancellation clause with 90 days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from obtaining a rental rate savings for returning underutilized space to the Lessor.

Zip Code

49735

MPSCS CO-LOCATION LICENSE AGREEMENT

5. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET (DTMB), for the Michigan Public Safety Communications System (MPSCS), recommends that the State Administrative Board, under authority of the Management and Budget Act, 1984 PA 431, MCL 18.1221, grant a non-proprietary, non-exclusive, revocable, co-location license (License) to Roscommon County, a MPSCS member (Licensee), for the installation, operation, and maintenance of Licensee owned fire-paging telecommunications equipment on MPSCS Tower Site 7506, located in Crawford County, Michigan, in accordance with the terms of the MPSCS Co-location License Agreement between the parties.

Purpose

Since the MPSCS does not provide fire-paging services to its members, DTMB desires to facilitate this service to Licensee as an additional benefit of MPSCS membership.

Benefit

The MPSCS will benefit from Roscommon County's continued support and membership in the MPSCS in the provision of public safety communications throughout the State.

Funding Source

Not Applicable

Commitment

Not Applicable

Risk Assessment

Non-approval of this License will prevent Roscommon County from being able to provide fire-paging communications and may prevent its continued membership in the MPSCS.

Zip Code

48653

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CONVEYANCE OF SURPLUS STATE REAL PROPERTY

6.(1) THE DEPARTMENTS OF TECHNOLOGY, MANAGEMENT & BUDGET (DTMB) AND COMMUNITY HEALTH (DCH), recommend the conveyance of surplus state real property described below, located in Mt. Pleasant, Michigan (the "Property") to the Saginaw Chippewa Indian Tribe of Michigan (Purchaser) for consideration of One Dollar (\$1.00). The Purchaser will also reimburse the State for costs associated with preparing the property for sale. The office of the Attorney General has approved the quitclaim deed as to legal form.

Legislative Background

Public Act 208 of 2010 (the "Act") authorizes the State Administrative Board to convey the following parcel of property, located in the City of Mt. Pleasant, County of Isabella, Michigan, containing 8.86 acres, more or less, and more particularly described as follows:

Parcel 1: Cemetery and Gravesites

A parcel of land situated in the Township of Union, County of Isabella, State of Michigan, and described as follows to-wit:

A parcel of land being in the northeast 1/4 of section 9, T14N, R4W, more particularly described as commencing at the North 1/4 thence S00°15'17"E 2417.88 feet along the N-S 1/4 Line to the point of beginning; thence continuing S00°15'17"E along said N-S 1/4 Line, 219.84 Feet to the E-W 1/4 Line; thence N89°00'51"E along said E-W 1/4 Line, 347.58 Feet; thence N07°42'29"W 103.33 Feet; thence N71°34'42"W 352.72 Feet to the point of beginning. Parcel contains 1.25 acres of land, more or less.

Subject to the Public Right-of-Way for Bamber Road over the Westerly 33-Feet Thereof.

Subject to all Restrictions, Right-Of-Ways, Easements, Covenants and Agreements of Record, If any.

Purpose/Business Case

The conveyance satisfies the criteria set forth in the Act. That Act authorizes the conveyance of property commonly known as the Mt. Pleasant Center located at 1400 West Pickard Street, Mt. Pleasant, Michigan. Parcel 1 contains a Cemetery and Gravesites on 1.25 acres of land, more or less.

Benefit

This conveyance allows the State to end its ownership obligation for the parcel of surplus property, while providing an opportunity for the Saginaw Chippewa Indian Tribe to acquire ownership of the historically significant Indian cemetery.

Risk Assessment

Failure to approve this sale would prohibit the State from concluding its ownership obligations for the subject surplus property.

Zip Code

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48858

6.(2) THE DEPARTMENTS OF TECHNOLOGY, MANAGEMENT & BUDGET (DTMB) AND COMMUNITY HEALTH (DCH), recommend the conveyance of surplus state real property described below, located in Mt. Pleasant, Michigan (the "Property") to the Saginaw Chippewa Indian Tribe of Michigan (Purchaser) for consideration of One Dollar (\$1.00). The Purchaser will also reimburse the State for costs associated with preparing the property for sale. The office of the Attorney General has approved the quitclaim deed as to legal form.

Legislative Background

Public Act 208 of 2010 (the "Act") authorizes the State Administrative Board to convey the following parcel of property, located in the City of Mt. Pleasant, County of Isabella, Michigan, containing 8.86 acres, more or less, and more particularly described as follows:

Parcel 2: Six Indian School Buildings

A parcel of land situated in the Township of Union, County of Isabella, State of Michigan, and described as follows to-wit:

A parcel of land being part of the East ½ Of Section 9, T14N, R4W, more particularly described as commencing at the Southeast Corner of Section 9; thence N00°16'36"W along the East Section Line, 497.72 Feet to the point of beginning; thence continuing N00°16'36"W along said East Line, 894.16 Feet; thence N89°57'07"W 367.31 Feet; thence S32°02'10"W 380.92 Feet; thence S60°57'30"E 219.17 Feet; thence S04°24'33"E 238.08 Feet; thence S57°56'51"E 429.20 Feet to the point of beginning; Parcel contains 7.61 acres of land, more or less.

Subject to the Public Right-of-Way of Crawford Road over the Easterly 33 Feet thereof.

Also subject to and together with any restrictions, right-of-ways or easements of record, if any.

The property description is approximate and is subject to adjustment as the State Administrative Board or Attorney General considers necessary by survey or other legal description. The conveyance includes six vacant buildings and all surplus, salvage, and scrap property or equipment not identified by DCH as of the date of the conveyance.

Section 2. (1) of the Act requires that the Property be offered to "the Saginaw Chippewa Indian Tribe of Michigan for consideration of \$1.00." The state shall not reserve oil, gas, or mineral rights to the Property; however, if the purchaser or any grantee or any successor develops any oil, gas, or minerals, they shall pay the state half of the gross revenue generated from the development.

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The net revenue received from the sale of the Property must be distributed as follows:
100% General Fund.

Purpose/Business Case

The conveyance satisfies the criteria set forth in the Act. That Act authorizes the conveyance of property commonly known as the Mt. Pleasant Center located at 1400 West Pickard Street, Mt. Pleasant, Michigan. Parcel 2 contains approximately 6 buildings on a 7.61 +/- acre parcel.

Benefit

This conveyance allows the State to end its ownership obligation for the parcel of surplus property, while providing an opportunity for the Saginaw Chippewa Indian Tribe to acquire ownership of the historically significant Indian Training School buildings.

Risk Assessment

Failure to approve this sale would prohibit the State from concluding its ownership obligations for the subject surplus property.

Zip Code

48858

7. THE DEPARTMENTS OF TECHNOLOGY, MANAGEMENT & BUDGET (DTMB) AND COMMUNITY HEALTH (DCH), recommend the conveyance of surplus state real property described below, located in Mt. Pleasant, Michigan (the "Property") to the City of Mt. Pleasant, County of Isabella, State of Michigan (Purchaser) for consideration of One Dollar (\$1.00). The Purchaser will also reimburse the State for costs associated with preparing the property for sale. The office of the Attorney General has approved the quitclaim deed as to legal form.

Legislative Background

Public Act 208 of 2010 (the "Act") authorizes the State Administrative Board to convey the following property, located in the City of Mt. Pleasant, County of Isabella, Michigan, containing 8.86 acres, more or less, and more particularly described as follows:

Mt. Pleasant Center Main Campus:

A parcel of land situated in the Township of Union, County of Isabella, State of Michigan, and described as follows to-wit:

A parcel of land being part of the East ½ of Section 9, T14n, R4w, more particularly described as: beginning at the South ¼ Corner of said Section 9; thence N00°15'30"W 1446.74 Feet along the North-South ¼ Line of said Section 9; thence N89°42'45"E 274.82 Feet; thence N00°15'29"W 1182.23 Feet; thence N89°00'51"E 72.74 Feet; thence N07°42'29"W 103.33 Feet; thence N71°34'42"W 352.72 Feet to the North-South 1/4 Line; thence N00°15'17"W along said North-South 1/4 Line, 2417.88 feet to the North Section Line; thence N88°50'08"E along said North Line, 2647.57 feet to the East Section Line; thence S00°17'11"E along said East Line, 2645.95 Feet to the East-West 1/4 Line; thence S00°16'36"E along said East Line, 1255.42 Feet; thence N89°57'07"W

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367.31 Feet; thence S32°02'10"W 380.92 Feet; thence S60°57'30"E 219.17 Feet; thence S04°24'33"E 238.08 Feet; thence S57°56'51"E 429.20 Feet to the East Section Line; thence S00°16'36"E along said East Line, 497.72 Feet to the South Section Line; Thence S89°28'59"W along said South Line, 2649.58 Feet to the point of beginning. Parcel contains 304.62 Acres of land, more or less.

Subject to the Public Right-Of-Way of Pickard Road over the Southerly 58 Feet thereof, The Right-of-Way of Bamber Road over the Westerly 33 Feet thereof, The Right-of-Way of River Road over The Northerly 33 Feet thereof and the Right-of-Way of Crawford Road over the Easterly 33 Feet thereof.

Also subject to and together with any restrictions, Right-of-Ways or easements of record, if any.

The property description is approximate and is subject to adjustment as the State Administrative Board or Attorney General considers necessary by survey or other legal description. The conveyance includes numerous vacant buildings and all surplus, salvage, and scrap property or equipment not identified by DCH as of the date of the conveyance.

Section 1 of the Act requires that the Property be first offered to "the City of Mt. Pleasant for consideration of \$1.00." The state shall not reserve oil, gas, or mineral rights to the Property; however, if the purchaser or any grantee or any successor develops any oil, gas, or minerals, they shall pay the state half of the gross revenue generated from the development.

The net revenue received from the sale of the Property must be distributed as follows: 100% General Fund.

Purpose/Business Case

The conveyance satisfies the criteria set forth in the Act. That Act authorizes the conveyance of property commonly known as the Mt. Pleasant Center located at 1400 West Pickard Street, Mt. Pleasant, Michigan. The property contains approximately 20 buildings on a 304.62 +/- acre parcel.

Benefit

This conveyance allows the State to end its ownership obligations for the large, subject surplus property, while providing an opportunity for the City of Mt. Pleasant to place the property back into productive reuse.

Risk Assessment

Failure to approve this sale would prohibit the State from concluding its ownership obligations for the subject surplus property.

Zip Code

48858

RECOVERY ACT FUNDS AGENDA

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

April 12, 2011 / April 19, 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 LABOR AND ECONOMIC GROWTH, PLAINWELL –
Michigan Career and Technical Institute – Exterior Opening Replacement
File No. 641/10005.CAK - Index No. 31000
Low Responsive Bidder: Mavcon Services of Michigan, LLC, Kalamazoo;
\$1,257,746.00

Purpose/Business Case

The purpose of this contract is to replace the existing single pane non-thermally broken aluminum windows (approximately 243 units) and overhead doors (approximately 17 units) and provide additional insulation in the attic for the Building 400 wing. All windows are original, some as old as 1944; none newer than 1974.

Benefit

The State will benefit by replacing outdated existing windows and overhead doors with insulated, energy efficient units. Engineers have estimated a three year payback on the exterior opening replacements. The attic insulation in the Building 400 wing will be increased to achieve an overall rating of R-38, which will meet or exceed the Michigan Energy Code.

Funding Source

100% ARRA 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 increased maintenance and energy costs as well as loss of federal funding.

Zip Code

49080

AWARD OF DESIGN/CONSTRUCTION CONSULTING SERVICES CONTRACT

2. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH,
PLAINWELL – Michigan Career and Technical Institute – New Bio-mass
Boiler/Briquette Maker, Split A/C Units, 2 Walk-in Freezers, 2 Make-up Air
Units and Dust Collection System
File No. 641/11110.CAK - Index No. 31000
Recommended Responsive Proposal: DAV Carrier Group, LLC, Hickory
Corners; \$1,442,591.69

Purpose/Business Case

The purpose of this contract is to provide Design/Construction services to design, bid, and install various mechanical systems throughout the facility. This will include briquette maker equipment that will convert waste sawdust and wood chips into a salable wood burning fuel product. Existing window air conditioner units throughout the building (21 units total) will be replaced with split unit air conditioners. Existing walk-in cooler/freezers in the Culinary Arts area, which are nearing their expected service life, will be replaced with higher, energy-efficient units. In that same area existing short cycle style hoods will be replaced with make-up air curtain compensating style hoods. Make-up air systems for the Printing and Graphics area and the Automotive Technology area will be replaced. An optimized flow dust collection system with make-up air will replace the outdated system in the Main Shop area of the Cabinet Making Department.

Benefit

The State will benefit by replacing outdated and inefficient equipment with energy-efficient equipment that meet current code standards, a safer air quality environment for students, as well as the ability to create a sellable commodity from woodshop waste material.

Funding Source

100% ARRA Funds

Commitment

The contract cost is fixed based on competitive selection process. The amount of the contract is within the authorized budget. DAV Carrier Group, LLC was the only responsive/responsible bidder.

Risk Assessment

Failure to approve this contract will result in potential equipment failure, higher maintenance and utility costs, and a loss of federal funds. High level of fumes in the Printing and Graphics and Automotive Technology areas will continue without proper ventilation allowing for potential air quality issues. The Wood Shop will continue using a dust collection system that does not meet current code requirements for spark detection and explosion venting.

Zip Code

49080

Ms. MacDowell presented the Building Committee Report for the regular meeting of April 12, 2011. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of April 12, 2011, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

April 19, 2011

April 19, 2011 No. 15

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 April 12, 2011. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved

Mary G. MacDowell

Member: David Murley, representing
Governor Snyder

Approved

David Murley

Member: Iris Lopez, representing
Attorney General Schuette

Approved

Iris Lopez

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

Ms. MacDowell called the meeting to order.

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

Following discussion, Ms. Lopez moved that the Regular Agenda and
Recovery Act Funds Agenda be recommended to the State Administrative
Board for approval with Item 19(1) of the Regular Agenda withdrawn by
the Department of Technology, Management and Budget. The motion was
supported by Mr. Murley and unanimously adopted.

Ms. MacDowell adjourned the meeting.

4. DEPARTMENT OF HUMAN SERVICES

1) Adoption Specialists, Inc. \$ 270,100.00 Total
 Lapeer, MI **FY11-13** 34% Federal Fund
 66% General Fund
 Two-year contract for Placing
 Agency Foster Care Services

5. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1) Elder Eye Care Group, PLC NOT TO EXCEED
 Spring Lake, MI \$ 386,880.00 Total
FY11-13 30% General Fund
 40% Federal Fund
 30% Restricted Fund
Post Humas and Insurance Funds
 Professional Dental Services
 for Grand Rapids Home for
 Veterans

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

6. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Fraser, Trebilcock, Davis \$ 50,000.00 Amendment
 and Dunlap, P.C. \$ 100,000.00 New Total
 Lansing, MI **FY11** 100% Restricted Fund
Insurance Bureau Fund
 Additional funds for the
 contract for legal SAAG
 services to represent OFIR in
 the Ingham County Circuit Court
 Case AG v OFIR v BC10-1108-CZ

2) The Davis Appraisal, LLC \$ 30,000.00 Amendment
 Saginaw, MI \$ 103,000.00 New Total
FY11 100% Restricted Fund
License & Regulation Fees
 Additional funds for the
 contract for an expert in the
 area of Licensed Certified
 General Real Estate Appraiser
 to assist in the investigations
 relating to Standards of
 Practice issues

8. DEPARTMENT OF TREASURY continued

2)	McCann Erickson Birmingham, MI	\$ 10,000,000.00 Amendment \$ 29,500,000.00 New Total FY11 100% Restricted Fund <i>21st Century Jobs Fund</i> Additional funds for the contract for the out-of-state media plan/purchase to promote travel and tourism - Michigan Strategic Fund
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SECTION III - AGENCY SUBMITTED - NEW GRANTS

9. DEPARTMENT OF AGRICULTURE AND RURAL DEVELOPMENT

1)	Isabella Conservation District Mt. Pleasant, MI	\$ 30,000.00 Total FY11 100% Restricted Fund <i>Freshwater Protection Fund</i> In-state services to support the Michigan Agriculture Environmental Assurance Program through on-farm technical assistance
2)	Allegan Conservation District Allegan, MI	\$ 40,000.00 Total FY11 100% Federal Fund In-state services to provide technical assistance to balance agricultural output and grassland bird habitat
3)	Hillsdale Conservation District Jonesville, MI	\$ 55,000.00 Total FY11 50% Restricted Fund <i>Freshwater Protection Fund</i> 50% Federal Fund In-state services to support the Michigan Agriculture Environmental Assurance Program through on-farm technical assistance

10. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Statewide Workforce \$ 829,700.00 Total
Development Boards **FY11-12** 91% Federal Fund
(Listing on file) 9% General Fund
For the Road Construction
Apprenticeship Readiness (RCAR)
program. This is a pre-
apprenticeship training program
for women, minorities and
economically disadvantaged
persons in the road
construction trades

11. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) Clinton County \$ 1,000,000.00 Total
Redevelopment Brownfield **FY11-12** 100% Restricted Fund
Authority *Clean Michigan Initiative Fund*
St. Johns, MI Grant to conduct environmental
response and remediation
activities that protect the
public health and environment
and to assist in the
redevelopment of brownfields

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

12. DEPARTMENT OF COMMUNITY HEALTH

1) Arab Community Center for \$ 51,500.00 Amendment
Economic and Social Service \$ 602,590.00 New Total
Dearborn, MI **FY11** 88.51% Federal Fund
11.49% Local Funds
Additional funds for one-year
grant agreement to provide
funding and allocate funding
for various Community Health
projects

13. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Statewide Workforce \$ 0.00 Amendment
 Development Boards \$ 2,902,359.00 New Total
 (Listing on file) **FY10-11** 100% Federal Fund
Resubmitted for re-distribution
 To operate the Incumbent Worker
 Program through the One-Stop
 Centers
 Previously approved by Ad Board

14. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) Clemson University \$ 138,000.00 Amendment
 Clemson, SC \$ 440,000.00 New Total
FY11 100% Restricted Fund
Clean Michigan Initiative Fund
And Clean Water Fund
 Additional funds for the
 continued analysis of samples
 collected from bald eagles and
 herring gulls for bio-
 accumulative chemicals of
 concern

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

15. DEPARTMENT OF AGRICULTURE AND RURAL DEVELOPMENT

1) Waters Corporation \$ 82,509.99 (one-time)
 Milford, MA **FY11** 100% Federal Fund
 071I300065 Ultra High Pressure
 Liquid Chromatography System

16. DEPARTMENT OF COMMUNITY HEALTH

1) Gerstel, Inc. \$ 394,900.00 (one-time)
 Linthicum, MD **FY11** 100% Federal Fund
 071I1300101 Gas Chromatograph/
 Mass Spectrometer

2) Shimadzu Scientific, \$ 38,824.80 (one-time)
 Instruments **FY11** 100% Federal Fund
 Addison, IL 071I1300096 Liquid
 Chromatograph/Mass Spectrometer

16. DEPARTMENT OF COMMUNITY HEALTH continued

3) Waters Corporation \$ 56,664.77 (one-time)
Milford, MA **FY11** 50% Federal Fund
50% Other Funds
Interdepartmental grant (DEQ)
071I1300111 Laboratory
Equipment Upgrade

17. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Roscor Corporation \$ 71,288.82 (one-time)
Mount Prospect, IL **FY11** 100% Federal Fund
071I1300110 XDCAM Camcorder
package

18. DEPARTMENT OF STATE POLICE

1) StandardAero \$ 25,900.00 (one-time)
Winnipeg, MB **FY11** 100% General Fund
071I1300060 Hydromechanical
Unit Overhaul

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT, AND BUDGET

1) OfficeMax \$ 39,861,566.80 (5 years)
Naperville, IL **FY11-16** 100% Various Funds
071I1300006 Office Supplies,
Withdrawn Statewide

2) Xerox Corporation \$ 450,000.00 (3 years)
Norwalk, CT **FY11-14** 100% Other
Billed to an Internal Service Fund
071I0200220 Print Stream
Software for Print & Graphic
Services

19. DEPARTMENT OF TECHNOLOGY, MANAGEMENT, AND BUDGET continued

Various RE:START Vendors

**Short-term Staff Augmentation
for information technology for
various departments**

3) Analysts International
(Govind Abkari)
Okemos, MI

NOT TO EXCEED
\$ 152,272.00 (1 year)
FY11 100% Federal Fund
071I1300105 To obtain
quotations for a Senior
Application/Software Engineer
to assist the Michigan State
Police Criminal Justice
Information Center to plan
program modifications and
enhancements to the Criminal
History Records System

20. DEPARTMENT OF TRANSPORTATION

1) Lockett Enterprises, LLC
Flint, MI

\$ 95,852.00 (one-time)
FY11 100% General Fund
071I1300104 ThoRoc 10-60
(Rapid Mortar)

SECTION VI - DTMB SUBMITTED - CONTRACT CHANGES

21. DEPARTMENT OF COMMUNITY HEALTH

1) Third Wave Technologies
Madison, WI

\$ 300,000.00 Amendment
\$ 971,911.98 New Total
FY11-12 100% Restricted Fund
Newborn Screening Fees
071B8200241 Additional funding
to exercise a one-year option
to the contract for neonatal
assay kits

22. DEPARTMENT OF EDUCATION

- | | | | |
|----|--|--|--|
| 1) | Cheeney Media Concepts, Inc.
East Lansing, MI | \$ 715,152.00 Amendment
\$ 1,962,265.00 New Total | FY10-12 100% Restricted Fund
<i>School Aid Funds</i>
071B9200135 To exercise two,
one-year options for the
contract for Administration of
the Michigan English Language
Proficiency Assessment |
| 2) | Cheeney Media Concepts, Inc.
East Lansing, MI | \$ 856,702.00 Amendment
\$ 2,031,545.00 New Total | FY11-13 100% Federal Fund
071B9200136 To exercise two,
one-year options for the
contract for MI-Access
Development Services, Office of
Educational Assessment and
Accountability |
| 3) | Measurement, Inc.
Durham, NC | \$ 28,007,000.00 Amendment
\$ 68,847,742.00 New Total | FY11-13 100% Restricted Fund
<i>School Aid Funds</i>
071B8200106 Additional funds
to exercise a one-year, nine-
month option to the Contract
for MEAP Administration-Office
of Educational Assessment and
Accountability |
| 4) | Questar Assessment, Inc.
Brewster, NY | \$ 7,234,976.00 Amendment
\$ 17,488,639.00 New Total | FY11-13 100% Federal Fund
071B8200158 Additional funds
to exercise two, one-year
options for the Contract for
MI-Access Administration
Services-Office of Educational
Assessment and Accountability |

25. DEPARTMENT OF STATE POLICE

- 1) Guth Laboratories, Inc. \$ 100,000.00 Amendment
Harrisburg, PA \$ 179,950.00 New Total
 FY11 100% Restricted Fund
 Drunk Driving Fund
 071B0200003 Additional funding
 for Ethanol Dry Gas Supplies
- 2) Hamilton Robotics, Ltd. \$ 80,000.00 Amendment
Reno, NV \$ 416,600.00 New Total
 FY11-12 79% General Fund
 21% Restricted Fund
 Forensic Science Reimbursement Fees
 071B8200199 Additional funds
 to exercise a one-year option
 to the contract for a Hamilton
 Laboratory Equipment Service
 Agreement-Forensic Science
 Division

26. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

- 1) Integris, Inc. \$ 0.00 Amendment
Lansing, MI \$ 26,853,792.73 New Total
 071B9200316 For a 6-month
 extension of the contract for
 Data Warehousing for the
 Department of Human Services
 and the Department of Community
 Health
- 2) Pro Tech Monitoring, Inc. \$ 5,000,000.00 Amendment
Odessa, FL \$ 18,600,457.00 New Total
 FY11 100% General Fund
 071B6200309 Additional funding
 for Global Positioning System-
 for the Department of
 Corrections

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

27. DEPARTMENT OF ATTORNEY GENERAL

Citizen Claim

- 1) Thomas Cameron \$193.19

The claimant (11-SAB-024) requests \$193.19 reimbursement for his tire damaged while driving his vehicle for business with the State of Michigan. The Committee recommends approval of this claim.

28. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 1) Danny Badour #445412 \$106.00

The claimant (11-SAB/DOC-059) requests \$106.00 reimbursement for his TV lost during transfer from one facility to another. The Committee recommends approval of \$10.60 this claim.

- 2) Donkrishna Boyd #409243 \$151.16

The claimant (10-SAB/DOC-621) requests \$151.16 reimbursement for her TV damaged while under control of the Department. The Committee recommends approval of \$120.93 for this claim.

- 3) Marvin Chambers #385912 \$199.75

The claimant (11-SAB/DOC-008) requests \$199.75 reimbursement for his TV damaged while under control of the Department. The Committee recommends denial of this claim.

- 4) David Cowans #419252 \$665.74

The claimant (10-SAB/DOC-386) requests \$665.74 reimbursement for numerous items lost while under control of the Department. The Committee recommends approval of \$167.08 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

- 5) Daniel Eames #571497 \$199.75

The claimant (10-SAB/DOC-587) requests \$199.75 reimbursement for his TV stolen while under control of the Department. The Committee recommends denial of this claim.

- 6) Donald Fike #490077 \$186.45

The claimant (11-SAB/DOC-019) requests \$186.45 reimbursement for his footlocker and personal property stolen while under control of the Department. The Committee recommends denial of this claim.

- 7) Valantino Galafati #585446 \$ 24.68

The claimant (11-SAB/DOC-014) requests \$24.68 reimbursement for his pencils and scissors lost during transfer from one facility to another. The Committee recommends approval of this claim.

- 8) Charles Holloway #153480 \$ 39.63

The claimant (10-SAB/DOC-574) requests \$39.63 reimbursement for his Walkman tape player damaged while under control of the Department. The Committee recommends approval of this claim.

- 9) Joseph Hurley #631135 \$311.00

The claimant (11-SAB/DOC-073) requests \$311.00 reimbursement for his typewriter damaged during transfer from one facility to another. The Committee recommends approval of \$248.80 for this claim.

- 10) Ramone Jones #410202 \$407.19

The claimant (11-SAB/DOC-004) requests \$407.19 reimbursement for miscellaneous items lost during transfer from one facility to another. The Committee recommends approval of \$97.05 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

11) Lawrence Kaski #260660 \$ 50.31

The claimant (10-SAB/DOC-594) requests \$50.31 reimbursement for miscellaneous items lost while under control of the Department. The Committee recommends denial for this claim.

12) David Kniga #476370 \$ 55.94

The claimant (11-SAB/DOC-076) requests \$55.94 reimbursement for his guitar lost while under control of the Department. The Committee recommends approval of \$5.59 for this claim.

13) Murry Lileton #421889 \$ 86.81

The claimant (10-SAB/DOC-588) requests \$86.81 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$58.05 for this claim.

14) Charles Lint #318351 \$103.74

The claimant (10-SAB/DOC-116) requests \$103.74 reimbursement for his footlocker and miscellaneous items stole while under control of the Department. The Committee recommends denial of this claim.

15) Preston Little #170044 \$119.00

The claimant (10-SAB/DOC-594) requests \$119.00 reimbursement for his TV damaged while under control of the Department. The Committee recommends approval of \$11.90 for this claim.

16) Todd Lutze #325454 \$ 34.98

The claimant (10-SAB/DOC-589) requests \$34.98 reimbursement for his radio lost during transfer from one facility to another. The Committee recommends approval of \$27.98 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

17) Derrick McKinney #679885 \$229.32

The claimant (11-SAB/DOC-083) requests \$229.32 reimbursement for his MP3 player lost while under control of the Department. The Committee recommends approval of \$179.32 for this claim.

18) Andrew Mims #252373 \$ 92.00

The claimant (11-SAB/DOC-084) requests \$92.00 reimbursement for his TV lost while under control of the Department. The Committee recommends denial of this claim.

19) Pat Patterson #263453 \$180.00

The claimant (10-SAB/DOC-503) requests \$180.00 reimbursement for his TV stolen while under control of the Department. The Committee recommends denial of this claim.

20) Benjamin Ragan #314744 \$ 30.00

The claimant (10-SAB/DOC-567) requests \$30.00 reimbursement for his headphones lost while under control of the Department. The Committee recommends approval of \$4.86 for this claim.

21) Adam Shepard #635814 \$129.32

The claimant (10-SAB/DOC-601) requests \$129.32 reimbursement for his MP3 player stolen while under control of the Department. The Committee recommends denial of this claim.

22) Donald Smith #302252 \$449.16

The claimant (11-SAB/DOC-022) requests \$449.16 reimbursement for his TV and typewriter damaged while under control of the Department. The Committee recommends approval of \$239.81 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

23) Thomas Snelling #262770 \$110.48

The claimant (10-SAB/DOC-622) requests \$110.48 reimbursement for miscellaneous property missing while under control of the Department. The Committee recommends approval of \$99.58 for this claim.

24) Lawrence Southwell #192540 \$ 90.00

The claimant (10-SAB/DOC-598) requests \$90.00 reimbursement for his printwheels destroyed by staff. The Committee recommends denial of this claim.

25) Todd Sterns #594065 \$230.60

The claimant (11-SAB/DOC-089) requests \$230.60 reimbursement for his TV, cassette player and headphones lost during transfer from one facility to another. The Committee recommends approval of \$153.04 for this claim.

26) Christopher Wilson #364916 \$234.58

The claimant (10-SAB/DOC-547) requests \$234.58 reimbursement for his TV damaged during transfer from one facility to another. The Committee recommends approval of \$62.57 for this claim.

27) Robert Young #194860 \$ 47.00

The claimant (11-SAB/DOC-093) requests \$47.00 reimbursement for his sweatshirt and chain lost while under control of the Department. The Committee recommends approval of this claim.

29. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

Citizen Claim

1) Kelly Brennan \$390.96

The claimant (10-SAB-178) requests \$390.96 reimbursement for damage to her vehicle after a security guard closed a garage door on the hood of her car. The Committee recommends approval of this claim.

30. DEPARTMENT OF STATE

Citizen Claims

- 1) Stewart Berger \$308.27

The claimant (10-SAB-166) requests \$308.27 reimbursement for phone charges he made on behalf of his son due to a Secretary of State error. The Committee recommends denial of this claim.

- 2) Darryl Cobb \$ 65.18

The claimant (11-SAB-012) requests \$65.18 reimbursement for his trash barrel and 4-wheel dolly missing after Department of State Occupancy Services staff cleaned the office. The Committee recommends approval of this claim.

- 3) Fouad Haddad \$170.00

The claimant (11-SAB-022) requests \$170.00 reimbursement for towing and impound charges due to a Secretary of State error. The Committee recommends approval for this claim.

- 4) Alla Tabak \$999.99

The claimant (10-SAB-138) requests \$999.99 reimbursement for monetary loss due to Secretary of State not issuing a salvage title. The Committee recommends denial of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

31. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

This is to report an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 of PO #511N130237 for \$46,438.80 with Big L Corporation for the purchase of two pole buildings.

32. DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET

This is to report an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 of PO #071N1300342 for \$63,389.00 with International Graphic Equipment LTD for repair of the Five Color Press.

33. DEPARTMENT OF TREASURY/MICHIGAN STRATEGIC FUND

Requests approval of the application for designation of a 15-year Agricultural Processing Renaissance Zone commencing January 1, 2012 for Michigan Business Tax and income tax purposes and December 31, 2011 for property tax purposes as follows:

Shoreline Fruit, LLC - Acme Township/Grand Traverse County
Agricultural Processing Renaissance Zone

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

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

4/6/11 1:35 version

FINANCE AND CLAIMS COMMITTEE

April 12, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

April 19, 2011, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

1a. DEPARTMENT OF ENERGY, LABOR & ECONOMIC GROWTH

- 1) Energy Grants \$ 1,585,365.00 Total
(Listing on file) **FY11-13 100% Recovery Act Fund**
Resubmitted for correction
Grants to complete energy
retrofits in targeted
residential neighborhoods plus
a targeted Detroit Metro
commercial corridor

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

2a. DEPARTMENT OF COMMUNITY HEALTH

- 1) Center for Social Gerontology \$ 50,000.00 Amendment
Ann Arbor, MI \$ 279,100.00 New Total
FY11 100% Recovery Act Fund
Additional funds for one-year
grant agreement to develop and
implement a Smoke Free Housing
Initiative

2a. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|---|--|
| 2) | Michigan Public Health
Institute
Okemos, MI | \$ 742,069.00 Amendment
\$ 44,771,750.00 New Total
FY11 57.42% Federal Fund
29.53% General Fund
6.27% Recovery Act Fund
6.26% Restricted Fund
<i>See bid tab for list of funds</i>
0.52% Local Funds
Additional funds for one-year
grant agreement to provide
funding for and allocate
funding for various Community
Health projects |
| 3) | Free and Clear, Inc.
Seattle, WA | \$ 142,000.00 Amendment
\$ 1,267,000.00 New Total
FY11 30% Federal Fund
35% Restricted Fund
<i>Healthy Michigan Fund</i>
35% Recovery Act Fund
Additional funds for one-year
grant agreement to provide
smoking cessation services to
segments of the Michigan
population |
| 4) | Various Vendors
(Listing on File) | \$ 107,025.00 Amendment
\$131,863,857.00 New Total
FY11 60.58% Federal Fund
1.29% Recovery Act Fund
31.56% General Fund
2.27% Restricted Fund
<i>See bid tab for list of funds</i>
4.3% Private Funds
Additional funds for one-year
grant agreement to Local Health
Departments, to provide funding
for improved access to critical
health services |

SECTION V - DTMB SUBMITTED - NEW CONTRACTS

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.

APPROVED

April 19, 2011

April 19, 2011 No. 37

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 April 19, 2011. Those present being:

Chairperson: Mary G. MacDowell, representing
State Treasurer Dillon

Approved

Mary G. MacDowell

Member: Mike Gadola, representing
Governor Snyder

Approved

Mike Gadola

Member: Iris Lopez, representing
Attorney General Schuette

Approved

Iris Lopez

Others: Daniel Sonneveldt, Department of Attorney General; Carol Wolenberg,
Department of Education; Anne Corgan, Department of State; Sherry
Bond, Janet Rouse, Department of Technology, Management and Budget;
Jason Clark, Rose Cousin, Dee Grover, Jean Ingersoll, Ed Timpf,
Department of Transportation; Nat Forstner, Lt. Governor's Office

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. Gadola and unanimously adopted.

Ms. MacDowell adjourned the meeting.

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - SPECIAL ITEMS

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

Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of April 12, 2011, and the special meeting of April 19, 2011. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting of April 12, 2011, and the special meeting of April 19, 2011, be approved and adopted. The motion was supported by Mr. Sonneveldt and unanimously approved.

APPROVED

April 19, 2011

April 19, 2011 No. 41

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 April 13, 2011. Those present
being:

Chairperson: Mike Senyko, representing
Secretary of State Johnson

Approved



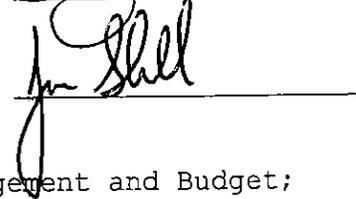
Member: Elizabeth Clement, representing
Lt. Governor Calley

Approved



Member: James Shell, representing
Attorney General Schuette

Approved



Others: Sherry Bond, Department of Technology, Management and Budget;
Lynn Chesbro, Rose Cousin, Jean Ingersoll, Anu Taneja, Kelly
Villarreal, Karen Watson, 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.

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 the following contingencies:

1. Items 5, 6, 7, 8, 9, 19, 34, 68, and 74 of the Regular
Agenda contingent upon approval by the Office of Commission
Audit;
2. Items 68 and 74 of the Regular Agenda contingent upon
approval by the Attorney General; and

Transportation and Natural Resources Committee Report

April 13, 2011

Page 2

3. Items 83, 85, 119, 128, and 139 of the Regular Agenda contingent upon receipt of the 10% over engineer's estimate justification letters.

Supported by Ms. Clement, the motion was unanimously adopted.

Mr. Senyko said he met with Mike Gadola and Myron Frierson regarding streamlining the MDOT agenda. Changes to streamline the MDOT agenda will be made that change the State Administrative Board's MDOT agenda process but do not change the administrative process.

Mr. Senyko adjourned the meeting.

At the State Administrative Board meeting on April 19, 2011, Items 5, 19, 68, 74, 83, and 128 of the Regular Agenda were withdrawn by the Department of Transportation.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 13, 2011– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: April 19, 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. ***AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount**
Amendatory Contract (2011-0012/A1) between MDOT and the Livingston County Board of Commissioners will add sanitary sewer design and a deicing fluid disposal study to the project and will increase the contract amount by \$18,505. The original contract provides for the final design of a new terminal building and the design of a terminal parking lot at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. The contract term remains unchanged, December 10, 2010, through December 9, 2030. The revised contract amount will be \$100,505. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Bond Funds	\$77,900	\$17,580	\$ 95,480
Livingston County Funds	<u>\$ 4,100</u>	<u>\$ 925</u>	<u>\$ 5,025</u>
Total	<u>\$82,000</u>	<u>\$18,505</u>	<u>\$100,505</u>

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

Purpose/Business Case: To add sanitary sewer design and a deicing fluid disposal study to the project and to increase the contract amount by \$18,505.

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

Funding Source: 95% State Bond Funds and 5% Livingston County Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48855.

*Denotes a non-standard contract/amendment

2. AERONAUTICS AND FREIGHT (Aeronautics) – Rehabilitation of Apron and Taxiway

Contract (2011-0232) between MDOT and the Schoolcraft County Board of Commissioners will provide federal and state grant funds for the rehabilitation of the apron and connecting taxiway at the Schoolcraft County Airport in Manistique, 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 \$347,753. Source of Funds: FAA Funds (via block grant) - \$330,365; State Bond Funds - \$8,694; Schoolcraft County Funds - \$8,694.

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

Purpose/Business Case: To provide for the rehabilitation of the apron and connecting taxiway.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders. 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: 49854.

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

Contract (2011-0238) between MDOT and the City of Bay City will provide federal and state grant funds for the performance of design services for the rehabilitation of taxiway C and hangar taxilanes, for airfield paint marking, and for crack sealing at the James Clements Airport in Bay City, 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 \$29,000. Source of Funds: FAA Funds (via block grant) - \$27,550; State Bond Funds - \$725; City of Bay City Funds - \$725.

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

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of taxiway C and hangar taxilanes, for airfield paint marking, and for crack sealing.

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

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 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 federal and state participation.

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

*Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48708.

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

Contract (2011-0240) between MDOT and the City of Ewart will provide federal and state grant funds for the construction of a terminal building (phase 3) at the Ewart Municipal Airport in Ewart, 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 \$268,675. Source of Funds: FAA Funds (via block grant) - \$255,241; State Bond Funds - \$6,717; City of Ewart Funds - \$6,717.

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

Purpose/Business Case: To provide for the construction of a terminal building (phase 3).

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

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% City of Ewart 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 will be let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49631.

5. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization (Z8) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for continued program development, project management, education/outreach, and technical assistance services to schools, communities, and partner agencies for the federal Safe Routes to School (SR2S) Program. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$555,549. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow MFF to continue to assist MDOT in administering the federal SR2S Program, including program development, project management, education/outreach, and technical assistance services to schools, communities, and partner agencies.

Purpose/Business Case: To provide for continued program assistance from MFF, including program development, project management, education/outreach, and technical assistance services to schools, communities, and partner agencies. The authorization provides for MFF to assist MDOT in developing and implementing Michigan's SR2S program. The SR2S Program focuses on identifying and resolving problems that prevent children from safely walking and bicycling to school.

Benefit: The services will allow MDOT to continue to meet the goals of the SR2S program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

*Denotes a non-standard contract/amendment

Risk Assessment: If this authorization is not approved, MFF will be unable to complete the work program under this authorization, which will negatively impact the entire SR2S program in Michigan. MDOT may not be able to administer the federal program as planned.

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

6. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization (Z9) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for the training of local public health agency professionals on the Safe Routes to School (SR2S) Program. MFF will continue to collaborate with the Michigan Department of Community Health (MDCH) to provide the services. MDCH will educate local public health agency professionals on the SR2S Program so that they can become local SR2S resources and assist in SR2S planning for schools within their jurisdictions. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$217,146. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow MDCH to provide training to local public health agency professionals on the SR2S Program so they can assist schools, communities, and partner agencies in completing the planning work necessary to allow the schools to qualify to apply for 100 percent federal funding.

Purpose/Business Case: MDCH will provide SR2S training and outreach activities to local public health agencies. The services will educate local public health agency professionals on SR2S so that they will become local SR2S resources to assist in SR2S planning for schools within their jurisdictions.

Benefit: This authorization will provide for SR2S training needed to further the goals of the SR2S Program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If the revision is not approved, MFF will not be able to continue to effectively deliver this federal program for MDOT.

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

7. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization (Z10) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for Safe Routes to School (SR2S) Program action planning assistance to schools and for design assistance to community groups to improve pedestrian safety. MFF will continue to collaborate with the Michigan State University (MSU) Land Policy Institute to provide the services. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$134,269. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow the MSU Land Policy Institute to provide SR2S Program action planning assistance to schools and design assistance to community groups.

Purpose/Business Case: To provide for MFF to continue to assist MDOT in the administration of the SR2S Program by allowing the MSU Land Policy Institute to deliver SR2S action planning assistance to schools, to

deliver design assistance to communities to improve pedestrian safety, to engage youth in the SR2S Program, and to promote the Michigan Youth Promoting Opportunities to Walk Every Route initiative.

Benefit: This authorization will provide for the continuation of SR2S activities to meet the goals of the SR2S Program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If the revision is not approved, MFF will not be able to continue to effectively deliver this federal program for MDOT.

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

8. EXECUTIVE (Office of Economic Development) - IDS SR2S Program

Authorization (Z12) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for the administration of the Safe Routes to School (SR2S) Program survey processes, including an evaluation of the program by the Michigan State University (MSU) Department of Community, Agriculture, Recreation, and Resource Studies. MFF will continue to collaborate with the MSU Department of Community, Agriculture, Recreation, and Resource Studies to provide the services. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$97,835. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow MFF to continue to administer the SR2S Program and will allow the MSU Department of Community, Agriculture, Recreation, and Resource Studies to evaluate the SR2S Program.

Purpose/Business Case: To provide for MFF to continue to assist MDOT in the administration of the SR2S Program by allowing the MSU Department of Community, Agriculture, Recreation, and Resource Studies to deliver evaluations of statewide (and individual school) SR2S survey data and to report on program outcomes.

Benefit: This authorization will provide for the continuation of SR2S activities to meet the goals of the SR2S Program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If the revision is not approved, MFF will not be able to continue to effectively deliver this federal program for MDOT.

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

9. EXECUTIVE (Office of Economic Development) - IDS SR2S Program
Authorization (Z13) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for Safe Routes to School (SR2S) Program services, including school-specific technical assistance, to be provided at various locations statewide. This authorization will allow MFF to continue to collaborate with the Wayne State University (WSU) Transportation Research Group to provide the services. The authorization will be in effect from the date of award through September 30, 2013. The authorization amount will be \$188,263. The contract term will be March 1, 2006, through September 30, 2013. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Approval of this authorization will allow MFF to continue to provide the SR2S services in collaboration with the WSU Transportation Research Group.

Purpose/Business Case: To provide for MFF to continue to assist MDOT in the administration of the SR2S Program by allowing the WSU Transportation Research Group to deliver school-specific technical assistance, trial implementation of the Pedestrian Safety Index (created by the Federal Highway Administration), modification of the K-8 pedestrian safety program for statewide deployment, and development of a prioritization process for SR2S Program opportunity analysis.

Benefit: This authorization will provide for the continuation of SR2S activities to meet the goals of the SR2S Program. The SR2S Program enhances the safety of children walking and bicycling to their schools.

Funding Source: 100% Federal SR2S Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If the revision is not approved, MFF will not be able to continue to effectively deliver this federal program for MDOT.

Cost Reduction: N/A.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

10. *FINANCE & ADMINISTRATION – MAIN System Security
Memorandum of Understanding (MOU) (2011-0285) between MDOT and the Michigan Department of Technology, Management and Budget (DTMB) will set forth the parties' roles and responsibilities regarding the provision of system security services for the Michigan Administrative Information Network (MAIN), Business Objects, and CEPAS (Contactless e-Purse Application). Because MDOT is an Accounting Service Center, DTMB will provide security administration for MAIN, Business Objects, and CEPAS on behalf of the Michigan Department of Natural Resources (MDNR), the Michigan Department of Environmental Quality (MDEQ), and the Michigan Department of Agriculture and Rural Development (MDARD) as well as MDOT. MDOT will reimburse DTMB for the costs of the security services up to a maximum amount of \$106,000 per year. The costs will be shared by MDOT, MDNR, MDEQ, and MDARD based on the number of system users per department for whom the services will be provided. MDOT's share of the costs of the services will be approximately 61.32 percent or up to approximately \$65,000 per year. The MOU will become effective on the date of award; it will remain in effect unless it is terminated by either of the parties. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: DTMB will provide security administration services for MAIN, Business Objects, and CEPAS for the secure and efficient use of these critical systems.

*Denotes a non-standard contract/amendment

Purpose/Business Case: DTMB will provide security administration services for MAIN, Business Objects, and CEPAS on behalf of MDOT, MDNR, MDEQ, and MDARD to provide for the secure and efficient use of these critical systems.

Benefit: The security administration services will provide for secure and efficient use of MAIN, Business Objects, and CEPAS by MDOT, MDNR, MDEQ, and MDARD.

Funding Source: MDOT's share of the costs will be approximately 61.32 percent, 100% State Restricted Trunkline Funds.

Commitment Level: Actual cost reimbursement.

Risk Assessment: If this MOU is not approved, DTMB cannot provide system security for MAIN, Business Objects, and CEPAS for MDOT, MDNR, MDEQ, and MDARD, and the secure and efficient use of these systems could be jeopardized.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

11. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0804) between MDOT and Great Lakes Central Railroad, Inc., dated July 5, 1994, provides for improvements under job number 112959 at two crossing surfaces of Great Lakes Central Railroad, Inc., in Washington Township, Gratiot County. The improvements include reconstruction of the crossings on US-127, along with flasher upgrades and temporary warning device modifications to accommodate the shifted traffic.

Estimated Funds:

Federal Highway Administrative Funds	\$302,000
State Restricted Trunkline Funds	<u>\$ 34,000</u>
Total Funds	<u>\$336,000</u>

STR 29011 – 112959

Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in coordination with a related roadway project being let in 2011. Delaying the railroad work would stop the roadway work and require additional payment to the contractor for the delay.

Purpose/Business Case: To reconstruct the railroad crossings to place the crossings and approaches at the same elevation.

Benefit: Increased safety by reducing potential loss of control of vehicles crossing over the tracks due to the elevation differential and the roughness of the crossing.

Funding Source: Federal Highway Administrative Funds and State Restricted Trunkline Funds.

Commitment Level: 90% Federal and 10% State Funds; based on estimate.

Risk Assessment: Vehicles will continue to experience an abrupt drop and roughness when crossing over the tracks, which presents a safety hazard.

Cost Reduction: Improvements are on railroad property and Great Lakes Central Railroad Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing railroad crossing surfaces.

Zip Code: 48871.

*Denotes a non-standard contract/amendment

12. HIGHWAYS – Railroad Force Account Work

Master Agreement (2006-5077) between MDOT and Adrian & Blissfield Rail Road Company, dated August 10, 2006, provides for improvements under job number 112723 at the crossing surface of Adrian & Blissfield Rail Road Company in the Village of Blissfield, Lenawee County. The improvements include the repair and the possible reconstruction of the grade crossing surface once the track structure is exposed and the condition is evaluated.

Estimated Funds:

Federal Highway Administrative Funds	\$108,000
State Restricted Trunkline Funds	<u>\$ 12,000</u>
Total Funds	<u>\$120,000</u>

STR 46062 – 112723
 Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in coordination with a related roadway project being let in 2011. Delaying the railroad work would stop the roadway work and require additional payment to the contractor for the delay.

Purpose/Business Case: To repair and possibly reconstruct the railroad crossing to place the crossing and approaches at the same elevation.

Benefit: Increased safety by reducing potential loss of control of vehicles crossing over the tracks due to the elevation differential and the roughness of the crossing.

Funding Source: Federal Highway Administrative Funds and State Restricted Trunkline Funds.

Commitment Level: 90% Federal and 10% State Funds; based on estimate.

Risk Assessment: Vehicles will continue to experience an abrupt drop and roughness when crossing over the tracks, which presents a safety hazard.

Cost Reduction: Improvements are on railroad property and Adrian & Blissfield Rail Road Company is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing railroad crossing surface.

Zip Code: 49228.

13. HIGHWAYS - IDS Time Extension

Amendatory Contract (2008-0206/A1) between MDOT and The Corradino Group of Michigan, Inc., will extend the term of the indefinite delivery of service (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1) (5 days retroactive). (See following item.) The original contract, which expired on April 14, 2011, provided for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 15, 2008, through April 14, 2012. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z1), and the traffic and safety services under authorization (Z1) may not be completed.

*Denotes a non-standard contract/amendment

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

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

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

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2008-0206) between MDOT and The Corradino Group of Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the traffic and safety services (5 days retroactive). The original authorization, which expired on April 14, 2011, provided for the development of a transportation improvement plan for the I-96/I-275 corridor in the cities of Novi and Wixom in Oakland County (CS 63900 – JN 1062060). The revised authorization term will be November 17, 2009, through April 14, 2012. The authorization amount remains unchanged at \$248,827.05. The contract term will be April 15, 2008, through April 14, 2012. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The additional time will allow the consultant to complete the transportation improvement plan for the I-96/I-275 corridor in coordination with the Cities of Novi and Wixom, including providing recommendations for operational, safety, and capacity improvements. The project will help the Cities to improve the safety and mobility of the transportation infrastructure and to plan for future traffic growth within the study area.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the final report and the final recommendations for the transportation improvement plan for the I-96/I-275 corridor in the cities of Novi and Wixom.

Benefit: The additional time will allow the consultant to complete the transportation improvement plan for the I-96/I-275 corridor, including providing recommendations for operational, safety, and capacity improvements. The project will help the Cities of Novi and Wixom to improve the safety and mobility of the transportation infrastructure and to plan for future traffic growth within the study area.

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

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

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the final report or the final recommendations for the transportation improvement plan to determine operational and safety improvements that can be made to the roadway network to improve traffic and safety conditions for motorists.

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 a new project.

Zip Code: 48341.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2009-0575) between MDOT and Driesenga & Associates, Inc., will provide for as-needed inspection and testing services to be performed for the Muskegon Transportation Service Center (TSC) at various locations in Muskegon, Newaygo, Oceana, and Ottawa Counties. Work items will include inspection, staking, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through July 20, 2012. The authorization amount will be \$280,605.38. The contract term is July 21, 2009, through July 20, 2012. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49444.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2010-0024) between MDOT and Gourdie-Fraser, Inc., will provide for as-needed inspection, testing, and staking services to be performed for various construction projects in the Cadillac Transportation Service Center (TSC) service area. The work items will include inspection, staking, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through October 26, 2012. The authorization amount will be \$148,408.47. The contract term is October 27, 2009, through October 26, 2012. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

Benefit: Will provide for inspection and testing services, 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, which 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: 49601.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2010-0041) between MDOT and Great Lakes Engineering Group, LLC, will provide for bridge scoping services, including the development of repair recommendations, to be performed for structures in the Metro Region (CS 82123 – JN 111468). The work items will include site reviews, engineering analysis of site review findings, and report preparation. The authorization will be in effect from the date of award through November 18, 2012. The authorization amount will be \$143,400.32. The contract term is November 19, 2009, through November 18, 2012. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This project will provide for the scoping of structures in the Metro Region to identify needed bridge repairs and costs of candidate projects before they are considered for inclusion in the Metro Region rehabilitation program. Many of the structures are in poor condition and need to be rehabilitated.

Purpose/Business Case: To provide for the inspection of bridge structures in the Metro Region and the development of scoping documents for projects deemed candidates for inclusion in the Metro Region's rehabilitation program. The documents will identify structure conditions and necessary repairs and will provide rehabilitation recommendations and cost estimates.

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

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: If this authorization is not approved and the services are not performed, the Metro Region will lack a clear understanding of the conditions of the structures, needed repairs, rehabilitation options, and associated costs and will be unable to make informed decisions to ensure continued in-service safety and proper management of the Metro Region bridge network.
Cost Reduction: Costs in professional services contracts are on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 48075.

18. *HIGHWAYS – Time Extension

Amendatory Contract (2010-0050/A1) between MDOT and Alfred Benesch & Company will extend the contract term by 14 months to provide sufficient time for the consultant to complete the design services (19 days retroactive). The additional time is needed because the project was delayed pending the completion of an interchange study. The original contract, which expired on March 31, 2011, provided for design services to be performed for the reconstruction of approximately one mile of I-75 at the I-75/Dix-Toledo Road interchange, including the replacement of structure (S09) northbound on Dix-Toledo Road over I-75 and structure (S10) southbound on Dix-Toledo Road over I-75 in Brownstown Township, Wayne County (CS 82191 – JNs 106969C, 106674D, and 108039D). The revised contract term will be February 18, 2010, through May 31, 2012. The contract amount remains unchanged at \$1,319,527.95. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This amendment will extend the contract term by 14 months to provide sufficient time for the consultant to complete the design services (19 days retroactive). Design engineering services are critical to the successful completion of MDOT projects. The consultant will ensure that the design project meets all federal and state requirements.

Purpose/Business Case: This amendment will extend the contract term by 14 months to provide sufficient time for the consultant to complete the design services. The original project provides for design services to be performed for the reconstruction of approximately one mile of I-75, including the reconstruction and realignment of the I-75/Dix-Toledo Road interchange and the replacement of two existing bridges within the interchange. The project limits are along I-75 from Gibraltar Road to north of Sibley Road and include the ramps within the Dix-Toledo Road interchange.

Benefit: This amendment will provide sufficient time for the consultant to complete the design services. The project will address geometric issues within the I-75/Dix-Toledo Road interchange and will include reconstruction work that was not able to be completed as part of the I-75 reconstruction project.

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

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

Risk Assessment: If this amendment is not approved, the design cannot be completed as scheduled, and costly maintenance and repair work could be required.

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 Codes: 48183, 48193.

19. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2010-0069/A1) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional as-needed inspection and testing services, will increase the contract amount by \$492,482.32, and will extend the contract term by one year to provide sufficient time for the consultant to complete the services. Additional inspection and testing services are required, and the number of inspectors and technicians must be increased, to meet the construction oversight needs of the Jackson Transportation Service Center (TSC). The original contract provides for as-needed inspection and testing services to be performed for the reconstruction of I-94 from east of Sargent Road to the Jackson/Washtenaw county line in Jackson County (CS 38103 – JN 105785A). The revised contract term will be January 22, 2010, through December 31, 2012. The revised contract amount will be \$2,287,691.53. Source of Funds: 95.19% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA) and 4.81% State Restricted Trunkline Funds.

Criticality: The additional inspection and testing services, including increasing the number of inspectors and technicians, will help to fulfill the construction oversight needs of the Jackson TSC. The inspection and testing services are critical to ensuring that the 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 the performance of additional as-needed construction inspection and testing services, including assisting with the final project closeout process, to increase the number of inspectors and technicians, to increase the contract amount by \$492,482.32, and to extend the contract term by one year to provide for an additional year of the construction oversight services.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The additional 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: 95.19% Federal Highway Administration Funds/ARRA and 4.81% 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 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: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49240.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z20) under Contract (2010-0094) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed for traffic signal modernization at 21 locations in the Superior Region (CS 84911 – JN 110839C). The work items will include the development of traffic signal plans, proposal package(s), and engineering documents and related work necessary for the installation and/or modernization of electronic signal control devices. The authorization will be in effect from the date of award through January 19, 2013. The authorization amount will be \$146,444.35. The contract term is January 20, 2010, through January 19, 2013. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Lack of signal modernization would keep outdated equipment in the field and limit optimal traffic flow.

Purpose/Business Case: To provide for design services to be performed for traffic signal modernization at 21 locations in the Superior Region. Priorities are based on the ages of the equipment and current maintenance issues.

*Denotes a non-standard contract/amendment

Benefit: Traffic in the corridors will flow more effectively and efficiently, which will reduce user delays and associated costs. A safer driving environment will be provided.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this authorization is not approved and the services are not performed, user delays will continue and federal funding could be lost. The lack of signal modernization would keep outdated equipment in the field and limit optimal traffic flow.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z22) under Contract (2010-0094) between MDOT and Wilcox Professional Services, LLC, will provide for as-needed inspection, testing, and staking services to be performed for construction projects in the Cadillac Transportation Service Center (TSC) service area. The work items will include inspection, staking, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 19, 2013. The authorization amount will be \$102,470.02. The contract term is January 20, 2010, through January 19, 2013. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

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

Benefit: Will provide for inspection and testing services, 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 these highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49601.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2010-0122) between MDOT and Materials Testing Consultants, Inc., will provide for as-needed inspection and testing services to be performed for the Kalamazoo Transportation Service Center (TSC) service area. The work items will include project administration, hot mix asphalt inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 17, 2013. The authorization amount will be \$649,686.21. The contract term is February 18, 2010, through February 17, 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 for future projects.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Kalamazoo 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 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: 49009.

23. HIGHWAY - IDS Engineering Services

Authorization (Z17) under Contract (2010-0202) between MDOT and URS Corporation Great Lakes will provide for full construction engineering services to be performed for bridge replacement work at US-131 over Hall Street and Burton Street and at Burton Street over the CSX Railroad crossing (CS 41131 - JN 87155A). The work items will include inspection, staking, quality assurance testing and reporting, measurement, computation, documentation of quantities, reporting and record-keeping, and finaling of all project documentation. The authorization will be in effect from the date of award through June 3, 2013. The authorization amount will be \$249,999.17. The contract term is June 4, 2010, through June 3, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for full construction engineering services to be performed for bridge replacement work at US-131 over Hall Street and Burton Street and at Burton Street over the CSX Railroad. The work items will include inspection, staking, quality assurance testing and reporting, measurement, computation, documentation of quantities, reporting and record-keeping, and finaling of all project documentation.

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

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

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

Risk Assessment: If this authorization is not approved, the project may not have adequate inspection and testing, which could result in substandard work and the loss of federal funding.

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.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z22) under Contract (2010-0210) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for bridge scoping services, including the development of repair recommendations, to be performed for structures in the Metro Region (CS 82022 – JN 111466). The work items will include site review, engineering analysis of site review findings, and report preparation. The authorization will be in effect from the date of award through May 4, 2013. The authorization amount will be \$170,247.27. The contract term is May 5, 2010, through May 4, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This project will provide for the scoping of structures in the Metro Region to identify needed bridge repairs and costs of candidate projects before they are considered for inclusion in the Metro Region rehabilitation program. Many of the structures are in poor condition and need to be rehabilitated.

Purpose/Business Case: To provide for the inspection of bridge structures in the Metro Region and the development of scoping documents for projects deemed candidates for inclusion in the Metro Region's rehabilitation program. The documents will identify structure conditions and necessary repairs and will provide rehabilitation recommendations and cost estimates.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

25. HIGHWAYS - IDS University Research Services

Authorization (Z1) under Contract (2010-0298) between MDOT and Wayne State University will provide for an evaluation of the value of Michigan rest areas and welcome centers to help MDOT make informed decisions about possible rest area and welcome center closures. The work will include defining the functions of the rest areas and welcome centers and developing criteria to evaluate spacing, user demand and needs, availability of alternate service, access, and tourism impacts. The authorization will be in effect from April 30, 2011, through July 31, 2012. The authorization amount will be \$183,181. The contract term is from October 1, 2010, through September 30, 2014, or until the last authorization has expired, whichever is later. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: MDOT needs accurate, independent data and effective tools to evaluate the appropriate levels of service for Michigan rest areas and welcome centers. This study will take safety and economic factors into consideration.

Purpose/Business Case: To provide for an evaluation of the value of Michigan rest areas and welcome centers in preparation for possible rest area and welcome center closures. This study will help MDOT to identify the appropriate levels of service for the rest area system and to establish future investment priorities.

Benefit: This project will provide MDOT with the information it needs to make informed decisions about possible rest area/welcome center closures and will support the 2012 update to the Strategic Rest Area and Welcome Center Plan.

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

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

Risk Assessment: If this authorization is not approved and the study is not conducted, MDOT will not have the information it needs to make informed decisions about possible rest area/welcome center closures and investment prioritization.

Cost Reduction: Actual cost reimbursement.

Selection: Best value.

New Project Identification: This is a new research project.

Zip Code: 48909.

26. HIGHWAYS – IDS Consultant Research Services

Authorization Revision (Z1/R1) under Contract (2010-0317) between MDOT and Michael Baker Jr., Inc., will extend the authorization term by six months to provide sufficient time for the consultant to complete the research project. The additional time is needed because the project manager left MDOT, and the principal investigator was not provided with the Virtis bridge models needed to complete Task 2. The original authorization provides for review and revision of the vehicle overload permit classification process. The revised authorization term will be October 1, 2010, through March 30, 2012. The authorization amount remains unchanged at \$209,405.64. The contract term is September 15, 2010, through September 14, 2014. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: This revision will provide sufficient time for the MDOT project manager to be replaced and for Tasks 2 and 3 of the project to be completed. MDOT allows trucks that exceed Michigan's legal load limits to cross bridges if they apply for and are granted permits. More than 30,000 permits have been processed each year since 2002. This research will help MDOT to maintain safety without unduly restricting commerce.

Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for the MDOT project manager to be replaced and for Tasks 2 and 3 of the project to be completed. The authorization provides for review and revision of the vehicle overload permit classification process.

Benefit: This revision will provide sufficient time for the MDOT project manager to be replaced and for Tasks 2 and 3 of the project to be completed. The project will provide MDOT with a tool to help maintain the reliability and safety of the bridge network while meeting National Bridge Inspection Standards and American Association of State Highway and Transportation Officials and FHWA permit load rating requirements.

Funding Source: 80% FHWA Funds and 20% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved, analysis of the overload permit process may not be completed, which could lead to required retrofits to structures in the future.

Cost Reduction: Actual cost reimbursement.

Selection: N/A for revision; best value for original authorization.

New Project Identification: This is a new project.

Zip Code: 48909.

27. HIGHWAYS – IDS Engineering Services

Authorization (Z2) under Contract (2010-0533) between MDOT and HNTB Michigan, Inc., will provide for full construction engineering services to be performed for the rehabilitation of bridge structures along I-69 in St. Clair County (CS 77023 – JN 106535A). The work items will include project administration; inspection; staking; quality control testing and reporting; measurement, computation, and documentation of quantities; reporting and record keeping; and finalization of project documentation. The authorization will be in effect from the date of award through December 27, 2013. The authorization amount will be \$611,985.50. The contract term is December 28, 2010, through December 27, 2013. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Full construction engineering services are critical to the successful completion of MDOT projects. The consultant will ensure that the construction project meets all state and federal requirements.

Purpose/Business Case: This project will provide for full construction engineering services to be performed for the rehabilitation of bridge structures along I-69 in St. Clair County.

Benefit: Will provide for construction engineering services to be performed that are required by federal law for the construction work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current state and federal standards.

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2011-0007) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed for traffic signal modernization at 16 locations in St. Clair County, Metro Region (CS 77900 - JN 111886C). The work items will include the development of traffic signal plans and engineering documents, utility coordination, and coordination of progress meetings. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$146,648.61. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This authorization will provide for the upgrade of old and outdated signals and push buttons to improve pedestrian crossways and meet American with Disabilities Act requirements.

Purpose/Business Case: To provide for design services to be performed for traffic signal modernization at 16 locations in St. Clair County.

Benefit: The modernization of the signals will improve traffic flow, reduce user delays and associated costs, and provide a safer environment for drivers and pedestrians.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this authorization is not approved and the services are not performed, user delays will continue and federal funding could be lost. Outdated equipment will remain in the field, and an opportunity will be lost to optimize traffic flow and improve safety for drivers and pedestrians.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2011-0009) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for bridge scoping services, including the development of repair recommendations, to be performed for structures in the Metro Region (CS 63172 - JN 111469). The work items will include site reviews, engineering analysis of site review findings, and report preparation. The authorization will be in effect from the date of award through November 2, 2013. The authorization amount will be \$217,687.59. The contract term is November 3, 2010, through November 2, 2013. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This project will provide for the scoping of structures in the Metro Region to identify needed bridge repairs and costs of candidate projects before they are considered for inclusion in the Metro Region rehabilitation program. Many of the structures are in poor condition and need to be rehabilitated.

Purpose/Business Case: To provide for the inspection of bridge structures in the Metro Region and the development of scoping documents for projects deemed candidates for inclusion in the Metro Region's rehabilitation program. The documents will identify structure conditions and necessary repairs and will provide rehabilitation recommendations and cost estimates.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

30. HIGHWAYS – Increase Services and Amount, Extend Time

Amendatory Contract (2011-0067/A1) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional design services, will increase the contract amount by \$73,677.40, and will extend the contract term by 16 months. The additional services will include the development of a web-based document control system for the Blue Water Bridge (BWB) reconstruction project (construction contract 1). The work items will include website design and development, testing, deployment and training, hosting and technical support, any necessary additional configuration work, and archiving. The original contract provides for as-needed design services during construction to be performed for the reconstruction of I-94/I-69 between Lapeer Road and the Black River Bridge in Port Huron Township, St. Clair County (CS 77111 – JNs various). The revised contract term will be January 24, 2011, through April 30, 2013. The revised contract amount will be \$354,854.71. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This amendment will provide for the development of a web-based document control system to allow a team collaboration site to be established to assist in the management and organization of construction contract 1 for the BWB reconstruction project.

Purpose/Business Case: This amendment will provide for the performance of additional design services, will increase the contract amount by \$73,677.40, and will extend the contract term by 16 months. The additional design services will include the development of a web-based document control system for construction contract 1 for the BWB reconstruction project.

Benefit: The team collaboration site will provide access to project documents to allow the design team to review and resolve issues and answer questions for the duration of the project.

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

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

Risk Assessment: If this amendment is not approved and the additional services are not provided, access to project documentation may not be readily available, which could jeopardize the successful completion of the project.

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

Selection: N/A.

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

Zip Code: 48075.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2011-0076) between MDOT and Fleis & VandenBrink Engineering, Inc., will provide for as-needed technical assistance services to be performed for the Muskegon Transportation Service Center (TSC) at various locations in Muskegon, Newaygo, Oceana, and Ottawa Counties. The services will include work to close out projects after construction in accordance with MDOT guidelines. The authorization will be in effect from the date of award through January 30, 2014. The authorization amount will be \$231,578.62. The contract term is January 31, 2011, through January 30, 2014. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The as-needed technical assistance services will allow the Muskegon TSC to ensure that highway construction projects are completed in accordance with state and federal guidelines.

Purpose/Business Case: To provide for as-needed technical assistance services to be performed for the Muskegon TSC at various locations in Muskegon, Newaygo, Oceana, and Ottawa Counties. The services will include work to close out projects after construction in accordance with MDOT guidelines.

Benefit: Will allow MDOT to close out projects 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: If this authorization is not approved, MDOT may not be able to close out projects in accordance with state and federal guidelines for construction oversight and the administration of 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: 49444.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2011-0183) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for inspection and testing services to be performed for the construction of 9.13 miles of concrete barrier and shoulder, landscaping work, and slope restoration work on I-696 from I-75 to east of Hayes Street in the cities of Roseville, Centerline, and Madison Heights, Macomb and Oakland Counties (CS 50061 - JN 106207A). The authorization will be in effect from the date of award through March 3, 2014. The authorization amount will be \$249,550.24. The contract term is March 4, 2011, through March 3, 2014. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

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 inspection and testing services to be performed for the construction of 9.13 miles of concrete barrier and shoulder, landscaping work, and slope restoration work on I-696 from I-75 to east of Hayes Street in the cities of Roseville, Centerline, and Madison Heights, Macomb and Oakland Counties.

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.

*Denotes a non-standard contract/amendment

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 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 a new project.

Zip Code: 48015.

33. ***HIGHWAYS - Southwest Region Construction Training Program**

Contract (2011-0227) between MDOT and Michigan Works! Berrien-Cass-Van Buren will provide for the administration of the 2011-2012 Construction Training Program in the Southwest Region. Michigan Works! Berrien-Cass-Van Buren will provide additional construction training supplemented with hands-on experience for unemployed Road Construction Apprenticeship Readiness (RCAR) Program graduates in Southwest Michigan. The contract will be in effect from May 1, 2011, through May 31, 2012. The contract amount will be \$100,000. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: The Construction Training Program will complement the pre-apprenticeship training provided through the RCAR Program by providing further training and construction work experience. It is intended to help to supply a qualified, diverse pool of highway construction workers to meet the needs of the highway construction industry.

Purpose/Business Case: To provide for the administration of the 2011-2012 Construction Training Program, which will provide additional construction training supplemented with hands-on experience for unemployed RCAR Program graduates in the Southwest Region.

Benefit: Will provide additional construction training and hands-on experience to unemployed RCAR Program graduates in the Southwest Region to help prepare them for highway construction work.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If this contract is not approved, an opportunity will be lost to provide additional construction training and hands-on experience to unemployed RCAR Program graduates in the Southwest Region to help prepare them for highway construction work, and federal funds will be lost.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49022.

34. ***HIGHWAYS – Construction Manager/General Contractor Services**

Contract (2011-0288) between MDOT and Milbocker & Sons, Inc., will provide for pre-construction services (Phase 1) to be performed for the stabilization of the slope between M-222 and the Kalamazoo River in Allegan County (CS 03041 - JN 107575C). The Construction Manager/General Contractor will provide the project team with construction expertise and experience to assist in project decision-making and to ensure that the project remains on schedule and within budget. The work items will include reviewing and analyzing required plans to identify potential construction issues and risks for each design concept, providing preliminary construction estimates, and assisting in the resolution of any problems, conflicts, and/or deficiencies identified during the review and evaluation of the design drawings. The contractor may perform construction services (Phase 2) if the parties successfully negotiate an acceptable Guaranteed Maximum Price (GMP); in the event that the parties cannot agree upon an acceptable GMP, MDOT reserves the right to terminate the contract and proceed with the project utilizing

other delivery methods. The Phase 1 amount will be \$90,000.; the Phase 2 amount will be \$4,000,000. The contract will be in effect from the date of award through December 31, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The M-222 slope at the Kalamazoo River in the city of Allegan is in critical condition and is continuing to deteriorate due to snow melt, rain, ground water seepage, and the river migration. Slope movement, which is undermining the roadway, has been occurring for some time and is expected to continue. The slope movement threatens the stability of the roadway and, left unchecked, will eventually undermine the stability of the roadway at the top of the slope. Based on observation of the slope from the river perspective, MDOT now considers the situation to be urgent. MDOT will soon shift traffic to the north side of the road to eliminate the live loads adjacent to the top of the slope. The eastbound shoulder is now settling. MDOT needs to proceed with the slope stabilization as quickly as possible.

Purpose/Business Case: To provide for pre-construction services to be performed for the stabilization of the slope between M-222 and the Kalamazoo River in Allegan County.

Benefit: This project will provide for the stabilization of the slope, which will stabilize the roadway and improve roadway safety.

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

Commitment Level: Lump sum reimbursement.

Risk Assessment: If the contract is not approved and the work is not performed, the roadway could fail, substantial and costly damage could occur, and public safety could be compromised.

Cost Reduction: Lump sum reimbursement.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49010.

35. HIGHWAYS - Participation for State Local Bridge Construction Contract

Contract (2011-5135) between MDOT and the Schoolcraft County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Local Bridge Program:

The removal of the previous structure existing under current structure B01 of 75-08-23 (#9716), which carries Taylor Dam Road over the Fox River, Section 33, T43N, R14W, Doyle Township, Schoolcraft County, Michigan, including riprap placement and slope restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$32,494
State Restricted Trunkline Funds	\$ 6,093
Schoolcraft County Road Commission Funds	<u>\$ 2,031</u>
Total Funds	<u>\$40,618</u>

BHO 75008 - 105345

Local Force Account

Criticality: This project will remove a restriction in the waterway in order to eliminate a place for debris to collect and to reduce the potential for scour at the current structure.

Purpose/Business Case: To improve hydraulics and reduce scour potential at the current structure by removing the previous structure, which exists underneath the current one and is causing a restriction in the waterway.

Benefit: Improved hydraulics and reduction in scour potential.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Local Bridge Program Funds, and Schoolcraft County Road Commission Funds.

*Denotes a non-standard contract/amendment

Commitment Level: 80% federal, 15% state, 5% Schoolcraft 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 structure.

Zip Code: 49833.

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

Contract (2011-0235) between MDOT and Mario Galli 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.

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

Contract (2011-0242) between MDOT and The Corradino Group of Michigan, Inc., 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.

38.-48. HIGHWAYS (Real Estate) - IDS Real Estate Services

The following contracts between MDOT and the following companies 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 contracts will be in effect from the dates of award through three years. The maximum contract amounts 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.

	<u>Contract</u>	<u>Company</u>
38.	2011-0243	White Pine Land Company
39.	2011-0244	Wilcox Professional Services, LLC
40.	2011-0245	BEI Associates, Inc.
41.	2011-0246	Geodetic Designs, Inc.
42.	2011-0247	Fishbeck, Thompson, Carr & Huber, Inc.
43.	2011-0248	Parsons Brinkerhoff Michigan, Inc.
44.	2011-0249	HNTB Michigan, Inc.
45.	2011-0250	Beling Consultants, Inc.
46.	2011-0251	Osmycki, Daniel
47.	2011-0252	Kosloski, Dixie L.
48.	2011-0253	Dixson, Chester

*Denotes a non-standard contract/amendment

49.-66. HIGHWAYS (Real Estate) - IDS Real Estate Title Services

The following contracts between MDOT and the following companies will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contracts will be in effect from the dates of award through three years. The maximum contract amounts will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

	<u>Contract</u>	<u>Company</u>
49.	2011-0254	Alger Abstract & Title
50.	2011-0255	Escrow and Title Services, Inc. (dba Bell Title Agency)
51.	2011-0256	Fidelity National Title Insurance Company
52.	2011-0257	Unified Title & Settlement, LLC
53.	2011-0258	Houghton Lake Title & Escrow Agency
54.	2011-0259	Lake County Abstract Co., Inc.
55.	2011-0260	Missaukee Realty Co. (dba Missaukee Title Co.)
56.	2011-0261	Manistee Abstract & Title Co., Inc.
57.	2011-0262	Northern Abstract & Title Company
58.	2011-0263	LaMont Title Corporation
59.	2011-0264	Lakeside Title, LLC
60.	2011-0265	Mt. Pleasant Abstract and Title, Inc.
61.	2011-0266	Liberty Title Agency
62.	2011-0267	Keweenaw Title Agency
63.	2011-0268	Menominee Abstract Land & Title Company, Inc.
64.	2011-0269	Great Lakes Title & Escrow Service Company
65.	2011-0270	Oscoda County Abstract, Inc.
66.	2011-0271	First Metropolitan Title Company-Berrien Co.

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

Contract (2011-0277) between MDOT and Homesights, Inc., 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.

68. *MACKINAC BRIDGE AUTHORITY – Engineering Services

Contract (2011-0122) between the Mackinac Bridge Authority and EO Integrated Systems, Inc., will provide for as-needed security system upgrades and maintenance to be performed for the Mackinac Bridge in Mackinac and Emmet Counties. The services will include maintenance, upgrades, testing, commissioning, and training for the entire security system. The contract will be in effect from the date of award through May 31, 2014. The contract amount will be \$230,000. Source of Funds: 100% Mackinac Bridge Authority Funds.

*Denotes a non-standard contract
4/19/11

Criticality: As a critical piece of infrastructure, the Mackinac Bridge requires a comprehensive up-to-date security system.

Purpose/Business Case: This contract will provide for a comprehensive service and maintenance program, including a progressive system upgrade to an enterprise class Internet Protocol-based security and traffic monitoring system. This project will include the integration of five major groups of security field devices and the upgrade and testing of existing single and dual mode fiber communication devices and facilities necessary to link the outdoor field devices to the Mackinac Bridge Authority building.

Benefit: This project will ensure that the security system of the Mackinac Bridge is maintained and that the existing technology is appropriately upgraded.

Funding Source: 100% Mackinac Bridge Authority Funds.

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

Risk Assessment: If this contract is not approved and the services are not provided, the Mackinac Bridge security system could become out-of-date and some components could cease to function. The security of the bridge infrastructure could be compromised, and safety risks to those working and traveling on and near the bridge could increase.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49781.

69. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z12/R5) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Macomb, Oakland, Wayne, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the mobile surveillance/security equipment project. The installation of security cameras has been delayed due to on going discussions with SMART's union representatives regarding procurement of the cameras. While the equipment will be procured before the current expiration date, the installation will be a lengthy process that will require additional time. The original authorization provides state matching funds for SMART's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 11, 2003, through July 10, 2012. The authorization amount remains unchanged at \$4,303,594. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,442,875; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$860,719.

Criticality: Approval of this revision will allow SMART to purchase surveillance/security equipment to increase safety for passengers and employees.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to procure mobile surveillance/security equipment for the line haul fleet.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,442,875; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$860,719.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

70. PASSENGER TRANSPORTATION – Section 5307 Program

Project Authorization Revision (Z8/R1) under Master Agreement (2007-0230) between MDOT and the Interurban Transit Partnership (ITP), in Kent County, will extend the authorization term by one year to provide sufficient time for the ITP to complete the project. The additional time is needed because operational and installation issues have delayed implementation of the Intelligent Transportation System project in the grant. The original authorization provides state matching funds for ITP's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program, Congestion Mitigation and Air Quality Improvement, and Surface Transportation Program grant. The revised authorization term will be September 17, 2008, through September 16, 2012. The authorization amount remains unchanged at \$7,791,724. The toll credit amount remains unchanged at \$891,878. 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 2006 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$7,140,885; FY 2008 State Restricted Comprehensive Transportation Funds - \$650,839.

Criticality: Approval of this revision is critical to ensuring procurement of the needed buses.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$7,140,885; FY 2008 State Restricted Comprehensive Transportation Funds - \$650,839.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

71. PASSENGER TRANSPORTATION – Section 5307 Program

Project Authorization Revision (Z8/R1) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will extend the authorization term by two years to provide sufficient time for the County to complete the project. Although the preventive maintenance project has been completed, the support equipment project has been delayed due to delays in determining the location and type of facility the County will be constructing. The original authorization provides toll credits as the state match for the County's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be June 9, 2008, through June 8, 2013. The authorization amount remains unchanged at \$340,000. The toll credit amount remains unchanged at \$68,000. 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 - \$340,000.

Criticality: Approval of this revision is critical to ensuring procurement of needed support equipment.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the County to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$340,000.

Commitment Level: Authorization amount is based on cost estimates.

*Denotes a non-standard contract/amendment

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: 49444.

72. *PASSENGER TRANSPORTATION - High Speed Rail and Innovative Project Advancement
Contract (2011-0230) between MDOT and the City of Dearborn will provide \$28,204,450 in federal funds under the American Recovery and Reinvestment Act of 2009 (ARRA) for the final design and construction of the new Dearborn Intermodal Station. The work will include a new intercity passenger rail station with two platforms, a pedestrian bridge over the tracks with a connection to the Henry Ford Museum, an elevated pedestrian crossing of Michigan Avenue, access and circulation improvements, and restoration of the second mainline track adjacent to the intermodal facility. The contract will be in effect from the date of award of the federal grant through 20 years from the date the project is completed and the project property is placed in service. The City will have two years from the date of award of the federal grant to complete the project. The contract amount will be \$28,204,450. Source of Funds: Federal Railroad Administration (FRA) Funds/ARRA - \$28,204,450.

Criticality: Approval of this contract is critical to the continued provision of safe, comfortable intercity train and bus passenger services to meet increasing passenger demands on the Detroit to Chicago High Speed Corridor.

Purpose/Business Case: This contract will provide for the design and construction of a fully functional intermodal facility that will improve intercity passenger railroad operations while providing greatly improved mode integration for the Dearborn transportation system.

Benefit: The new Dearborn Intermodal Station will provide increased capacity for passenger operations and intermodal activities to meet the demands of increased ridership, improved access for those with disabilities, and improved intermodal connectivity, including rail, bus, shuttle, and non-motorized connections. The new station will replace two current stops, which will decrease dwell times in Dearborn.

Funding Source: FRA Funds/ARRA - \$28,204,450.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this contract is not approved, two station stops will continue in the City of Dearborn and connectivity and capacity issues will remain.

Cost Reduction: The City has been planning for this new facility for over 10 years. A previous federal grant and state matching funds were used to determine the location and complete the preliminary design. If this facility is not built, federal funding for design and construction will be returned to the FRA.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48121.

73. *PASSENGER TRANSPORTATION - High Speed Rail and Innovative Project Advancement
Contract (2011-0231) between MDOT and the City of Troy will provide \$8,485,212 in federal funds under the American Recovery and Reinvestment Act of 2009 (ARRA) for the final design and construction of the new Troy/Birmingham Intermodal Transit Facility. The project will include an Amtrak passenger waiting facility, a single low-level passenger platform, parking areas, Americans with Disabilities Act (ADA) compliant pathways for rail and transit passengers, and a pedestrian underpass of the rail line. The contract will be in effect from the date of award of the federal grant through 20 years from the date the project is completed and the project property is placed in service. The City will have two years from the date of award of federal grant to complete the project. The contract amount will be \$8,485,212. Source of Funds: Federal Railroad Administration (FRA) Funds/ARRA - \$8,485,212.

Criticality: This project will provide for the relocation of an underutilized Amtrak station in Birmingham to a more accessible site in the cities of Troy and Birmingham.

Purpose/Business Case: The Troy/Birmingham Intermodal Transit Facility will be a centralized facility providing user access to intercity rail service, regional bus service, and other modes of transportation.

Benefit: Passengers will be served by a safer, more secure, more accessible transportation center that connects several transportation modes and is ADA-compliant.

Funding Source: FRA Funds/ARRA - \$8,485,212.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this facility is not relocated, the communities will continue to use the current rail-side location, which is difficult to locate, has few parking options, and has minimal security.

Cost Reduction: The City of Troy has planned for the new facility for several years and has received the majority of the project's property through an agreement with a local developer. A previous grant was used to complete the preliminary design. If this facility is not built, federal funding will be returned to the FRA.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48084.

74. *TRANSPORTATION PLANNING – Renew and Extend, Increase Services and Amount

Amendatory Contract (2009-0461/A2) between MDOT and Quandel Consultants, LLC, will renew the contract and extend the contract term by approximately 21 months, will authorize the performance of Phase 3 services, and will increase the contract amount by \$807,817 in Phase 3 funding. This amendment will add the scopes of services for Phase 3 and Phase 4 of the project; however, only the Phase 3 services will be authorized at this time. The contract will be amended to add Phase 4 funding and authorize the Phase 4 services at a later time. The Phase 3 services will include reviewing rail infrastructure design drawings, developing preliminary engineering plans, and advising on equipment issues. The original contract provides for professional assistance in the implementation of a regional passenger rail service between Ann Arbor and Detroit (the Ann Arbor-Detroit Regional Rail Project) and other passenger rail endeavors, including the Washtenaw County-Livingston County Commuter Rail Project. The revised contract term will be from May 21, 2009, through December 31, 2010, and from the date of award of this amendment through December 31, 2012. The revised contract amount will be \$1,944,753. Source of Funds: Federal Highway Administration (FHWA) Funds - \$646,254; State Restricted Comprehensive Transportation Funds - \$161,563.

Criticality: The Phase 3 services will include updating plan documents developed in Phases 1 and 2 and performing associated activities needed to implement commuter rail service between Ann Arbor and Detroit. The proposed service will constitute one means of providing cost effective and energy efficient access to jobs, stimulating the economy of the greater Detroit area at a time when such stimulation is greatly needed.

Purpose/Business Case: To authorize the performance of Phase 3 services and to add Phase 3 funding to the contract. The services will include reviewing rail infrastructure design drawings, developing preliminary engineering plans, and advising on equipment issues. Provision of the Ann Arbor-Detroit commuter rail service is intended to demonstrate that there is sufficient demand for passenger rail service in the Ann Arbor-Detroit Corridor (38 miles) to qualify for federal funding.

Benefit: Completion of Phase 3 services that are needed to to implement commuter rail service between Ann Arbor and Detroit.

Funding Source: FHWA Funds - \$646,254; State Restricted Comprehensive Transportation Funds - \$161,563.

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 Phase 3 services will be delayed, which will delay the implementation of commuter rail service between Ann Arbor and Detroit.

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; best value for original contract.

*Denotes a non-standard contract/amendment

New Project Identification: This is not a new project.
Zip Code: 48075.

75. TRANSPORTATION PLANNING – IDS Cultural Resource Studies

Authorization Revision (Z1/R1) under Contract (2010-0269) between MDOT and Mead and Hunt, Inc., will extend the authorization term by approximately four months to provide sufficient time for the consultant to complete the project. The additional time is needed because of delays in receiving needed comments from the State Historic Preservation Office, which has the authority to approve the final submittals. The original authorization provides for the conduct of an above-ground historic resource survey of Ingham County for the federal Highway Performance Monitoring System (HPMS). The revised authorization term will be May 20, 2010, through September 30, 2011. The authorization amount remains unchanged at \$99,325.65. The contract term is May 19, 2010, through May 18, 2015. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: This revision will provide sufficient time for the consultant to complete the project. MDOT must comply with new federal requirements to provide the FHWA with HPMS data on environmental constraints. HPMS data are used to apportion federal-aid highway funds to individual states, which is critical to MDOT's receipt of funding for road projects.

Purpose/Business Case: To extend the authorization term by approximately four months to provide sufficient time for the consultant to complete the project. This project will include a survey of all Ingham County HPMS segments for above-ground historic resources eligible for listing on the National Register of Historic Places and will be done in coordination with the State Historic Preservation Office to comply with Section 106 of the National Historic Preservation Act. The survey is necessary to provide environmental constraint data for the HPMS database, which forms the basis of the analyses that support the FHWA biennial Condition and Performance Reports to Congress.

Benefit: This revision will provide sufficient time for the consultant to complete the project. The project will allow MDOT to begin to comply with the FHWA HPMS mandate and will give MDOT an idea of the time and costs required to survey the remainder of the state.

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

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

Risk Assessment: If this revision is not approved, the project cannot be completed and the HPMS data cannot be obtained to satisfy FHWA requirements. MDOT could lose federal transportation funding by not demonstrating compliance with the FHWA's HPMS data collection requirements.

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; best value for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48933.

SUB CONTRACTS

76.	Central Asphalt Company, Inc. 900 S. Bradley Street Mt. Pleasant, MI 48804	Low Bid: Engineer's Estimate: Over/Under:	\$133,110 \$137,550 -3.2%
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Description of Work: Hot Mix Asphalt Paving

Approval is requested to authorize the Montcalm County Road Commission to award a subcontract for hot mix asphalt paving of a detour route that includes a portion of Cannonsville Road from US-131 to Federal Road in the village of Howard City for the upcoming US-131 construction project. The project was advertised, and three bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through September 30, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: A segment of Cannonsville Road from US-131 to Federal Road and segment of Federal Road will be used as a detour route to handle the additional traffic for the US-131 project.

Purpose/Business Case: To provide for hot mix asphalt paving on the detour route to increase roadway safety during the reconstruction of US-131.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 48804.

77.	Greenscape P.O. Box 133 Lake, MI 48632	Low Bid: 1st Year: 2nd Year: 3rd Year:	\$25,080 \$ 8,360 \$ 8,360 \$ 8,360
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Description of Work: Catch Basin Cleaning

Approval is requested to authorize the Mecosta County Road Commission to award a three-year subcontract to Greenscape for catch basin cleaning at various locations along state trunklines in Mecosta County. The project was advertised, and two bids were received. The lowest bidder was selected. The County has found the costs to be reasonable and competitive with costs in surrounding counties. The subcontract will be in effect from the date of award through December 31, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: This contract will provide for catch basin cleaning, including call-out basin cleaning, on both a non-emergency basis and an emergency basis.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 48632.

78.	Greenscape	Low Bid:	\$63,963.84
	P.O. Box 133	1st Year:	\$21,321.28
	Lake, MI 48632	2nd Year:	\$21,321.28
		3rd Year:	\$21,321.28

Description of Work: Curb Sweeping

Approval is requested to authorize the Mecosta County Road Commission to award a three-year subcontract for curb sweeping on various curbs, shoulders, and bridges in Mecosta County. Costs are based upon a set unit cost per mile twice per year. The project was advertised, and one bid was received and selected. The County found the costs to be reasonable and competitive with the costs in surrounding counties. The subcontract will be in effect from the date of award through December 31, 2013. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the services are not performed, the debris will build up over time, disrupting proper drainage of state trunklines. The backup of drainage could lead to road flooding, which could result in hazardous road conditions and require costly repairs.

Purpose/Business Case: To provide for curb sweeping on curbs, shoulders, and bridge decks on state-trunklines in Mecosta County.

Benefit: Safer highways that are free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

Selection: Low bid.

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

Zip Code: 48632.

BID LETTING

STATE PROJECTS

79. LETTING OF APRIL 01, 2011
 PROPOSAL 1104004
 PROJECT NH 38111-83396
 LOCAL AGRMT.
 START DATE - SEPTEMBER 06, 2011
 COMPLETION DATE - MAY 15, 2013

ENG. EST. \$ 2,975,354.81
 LOW BID \$ 2,823,327.72
 % OVER/UNDER EST. -5.11 %

Bridge replacement with a prestressed concrete box beam bridge, approach work, and maintaining traffic on US-127 under McDevitt Road, Jackson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 2,823,327.72	Same	1 **
Walter Toebe Construction Company	\$ 2,906,041.53	Same	2
Anlaan Corporation	\$ 2,935,617.86	Same	3
Milbocker and Sons, Inc.	\$ 2,980,082.02	Same	4
E.T. MacKenzie Company	\$ 3,107,903.50	Same	5
C. A. Hull Co., Inc.	\$ 3,269,197.69	Same	6
J. E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
L. W. Lamb, Inc.			

6 Bidders

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

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

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

Funding Source:

83396A

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

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

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

83. LETTING OF APRIL 01, 2011
 PROPOSAL 1104046
 PROJECT BHT 54022-107671
 LOCAL AGRMT.
 START DATE - JUNE 06, 2011
 COMPLETION DATE - JUNE 01, 2012

ENG. EST. LOW BID
 \$ 386,902.45 \$ 485,190.08

% OVER/UNDER EST.

25.40 %

Bridge rehabilitation, deck patching, joint replacement, epoxy overlay, scour countermeasures, and approach work on M-20 over the Muskegon River in the city of Big Rapids, Mecosta County.

3.00 % DBE participation required

WITHDRAWN AT SAB

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 485,190.08	Same	1 **
Anlaan Corporation	\$ 488,621.44	Same	2
L. W. Lamb, Inc.	\$ 508,114.05	Same	3
Davis Construction, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Miller Development, Inc.			

3 Bidders

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

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

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

Funding Source:

107671A	
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: 49307.

84. LETTING OF APRIL 01, 2011
 PROPOSAL 1104047 ENG. EST. LOW BID
 \$ 429,262.03 \$ 384,994.91
 PROJECT NHG 81103-105659
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 18, 2011
 COMPLETION DATE - AUGUST 26, 2011 -10.31 %

8.68 mi of freeway signing upgrades on M-14 from US-23 to the Napier Road overpass, Washtenaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Highway Service Company, Inc.	\$ 384,994.91	Same	1 **
Action Traffic Maintenance, Inc.	\$ 388,901.75	Same	2
Martell Electric, LLC	\$ 417,038.46	Same	3
J. Ranck Electric, Inc.	\$ 424,878.47	Same	4
RMD Holdings, Ltd.	\$ 425,701.66	Same	5
J & J Contracting, Inc.			

5 Bidders

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

105659A

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: 48116.

85. LETTING OF APRIL 01, 2011
 PROPOSAL 1104048 ENG. EST. \$ 250,339.61 LOW BID \$ 428,487.75
 PROJECT BHN 41131-112736
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2011 71.16 %

Bridge rehabilitation including modular expansion joint replacement, approach work, and maintaining traffic on US-131 northbound over the Grand River in the city of Grand Rapids, Kent County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 428,487.75	Same	1 **
Anlaan Corporation	\$ 484,110.45	Same	2
J. Slagter & Son Construction Co.			
Milbocker and Sons, 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:

112736A

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: 49503.

86. LETTING OF APRIL 01, 2011
 PROPOSAL 1104049
 PROJECT CM 41025-109666, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 28, 2011

ENG. EST. LOW BID
 \$ 1,079,370.98 \$ 1,063,570.71

% OVER/UNDER EST.
 -1.46 %

0.65 mi of ramp reconstruction including repair, rebuilding, and extending on the I-96 westbound entrance ramp at Cascade Road and on I-96 westbound from east of M-21 to the Cascade Road entrance ramp, Kent County. This project includes a 5 year materials and workmanship pavement warranty.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 1,063,570.71	Same	1 **
Dykema Excavators, Inc.	\$ 1,096,329.00	Same	2
Nagel Construction, Inc.	\$ 1,146,903.05	Same	3
Milbocker and Sons, Inc.	\$ 1,186,485.18	Same	4
Schippers Excavating, Inc.	\$ 1,189,135.06	Same	5
Mead Bros. Excavating Inc.	\$ 1,217,815.20	Same	6
C & D Hughes, Inc.	\$ 1,275,395.11	Same	7
Nashville Construction Company	\$ 1,303,581.20	Same	8
D. J. McQuestion & Sons, Inc.	\$ 1,329,613.24	Same	9
Diversco Construction Company, Inc.			
Dean's Landscaping & Excavating			
C L Trucking & Excavating, LLC			
Crawford Contracting, Inc.			
Michigan Paving and Materials Comp			
Rieth-Riley Construction Co., Inc.			
Don Meeks Construction, LLC			
Kentwood Excavating, Inc.			

9 Bidders

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

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

Benefit: Reduction in transportation related emissions.

Funding Source:

109666A
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 20.00 %
 109762A
 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: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49546.

87. LETTING OF APRIL 01, 2011
 PROPOSAL 1104050 \$ ENG. EST. 952,364.20 \$ LOW BID 898,669.28
 PROJECT STG 84915-111139
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2011 -5.64 %

Application of permanent pavement markings including longitudinal lines and special markings on various trunkline routes, Allegan, Kalamazoo, and St. Joseph Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 898,669.28	Same	1 **
P.K. Contracting, Inc.	\$ 939,673.37	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:

111139A
 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: 49009 TSC-wide.

88.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104051	\$ 418,999.39	\$ 431,037.26
	PROJECT STG 84912-111125		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2011		2.87 %

Application of permanent pavement markings including longitudinal and special markings on various trunkline routes, Alcona, Alpena, Iosco, Montmorency, Oscoda, and Presque Isle Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 431,037.26	Same	1 **
R. S. Contracting, Inc.			

1 Bidder

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

111139A

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.

Funding Source:

110772A

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: 48060.

92. LETTING OF APRIL 01, 2011
 PROPOSAL 1104066 \$ ENG. EST. \$ LOW BID 384,776.00
 PROJECT STG 84914-111131
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2011 -5.48 %

Application of permanent special pavement markings on various state trunklines, Genesee and Lapeer Counties.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 384,776.00	Same	1 **
P.K. Contracting, Inc.	\$ 414,706.00	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:

111131A

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.

Funding Source:

111968A

Federal Highway Administration Funds 81.61 %
 City of Wayne 18.39 %

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: 48184.

95. LETTING OF APRIL 01, 2011 ENG. EST. LOW BID
 PROPOSAL 1104006 \$ 5,801,218.00 \$ 4,976,732.55
 PROJECT STU 63459-111071
 LOCAL AGRMT. 11-5049 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2011 -14.21 %

1.06 mi of road widening including concrete pavement, curb, gutter, and sidewalk, storm drainage, street lighting, and traffic signal modernization on Martin Luther King Boulevard from Elm Street northerly to Highland Avenue (M-59) in the city of Pontiac, Oakland County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Angelo Iafrate Construction Company	\$ 4,976,732.55	Same	1 **
Tony Angelo Cement Construction Co.	\$ 5,018,439.00	Same	2
Dan's Excavating, Inc.	\$ 5,135,051.91	Same	3
Florence Cement Company	\$ 5,170,800.29	Same	4
Zito Construction	\$ 5,192,929.42	Same	5
D.L.F., Inc.	\$ 5,344,333.15	Same	6
Pamar Enterprises, Inc.	\$ 5,406,577.60	Same	7
Ajax Paving Industries, Inc.	\$ 5,463,357.40	Same	8
Walter Toebe Construction Company			
Posen Construction, Inc.			

8 Bidders

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

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

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

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

Funding Source:

111071A
 Federal Highway Administration Funds 81.58 %
 City of Pontiac 18.42 %

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

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

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

New Project Identification: Road construction with new lanes.

Selection: Low bid.

Zip Code: 48352.

96. LETTING OF APRIL 01, 2011 ENG. EST. LOW BID
 PROPOSAL 1104007 \$ 3,912,262.50 \$ 2,879,813.99
 PROJECT MCS 73006-105294
 LOCAL AGRMT. 11-5017 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2011 -26.39 %

Bridge removal and replacement, approach work including asphalt paving, and guardrail placement on Dixie Highway at Cass River, Saginaw County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 2,879,813.99	Same	1 **
Walter Toebe Construction Company	\$ 3,128,115.83	Same	2
C. A. Hull Co., Inc.	\$ 3,439,814.40	Same	3
Anlaan Corporation	\$ 3,578,224.51	Same	4
Posen Construction, Inc.	\$ 3,815,459.53	Same	5
S-L and H Contractors Incorporated			
Hardman Construction, Inc.			
J. E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
L. W. Lamb, Inc.			

5 Bidders

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

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

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:

105294A

Saginaw County	5.07 %
State Restricted Trunkline Funds	94.93 %

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: 48722.

97.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104008	\$ 3,731,244.60	\$ 3,297,231.48
	PROJECT EDA 50522-112224, ETC		
	LOCAL AGRMT. 11-5084		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 03, 2011		-11.63 %

2.29 mi of cold milling hot mix asphalt and concrete pavement, concrete pavement reconstruction, repairs, curb, gutter, sidewalk, and ADA ramps, hot mix asphalt resurfacing, storm sewer, signal work, and earthwork on Fisher Drive at 14 Mile Road and on Harper Avenue from 13 Mile Road to south of 15 Mile Road in the city of Saint Clair Shores, Macomb County.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 3,297,231.48	Same	1 **
Cadillac Asphalt, L.L.C.	\$ 3,389,003.12	Same	2
Tony Angelo Cement Construction Co.	\$ 3,419,903.12	Same	3
Ajax Paving Industries, Inc.	\$ 3,512,252.13	Same	4
Di Lisio Contracting, Inc.	\$ 3,625,424.54	Same	5
Barrett Paving Materials Inc.	\$ 3,668,961.92	Same	6
Major Cement Co.	\$ 3,753,717.48	Same	7
Kelcris Corporation	\$ 3,790,789.12	Same	8
Walter Toebe Construction Company			
C & D Hughes, Inc.			
Angelo Iafrate Construction Company			
Pro-Line Asphalt Paving Corp.			

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 reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

112224A		
State Restricted Trunkline Funds	100	%
112701A		
Macomb County	9.15	%
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	9.00	%

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48082.

98. LETTING OF APRIL 01, 2011
 PROPOSAL 1104009 ENG. EST. \$ 1,385,284.00 LOW BID \$ 988,556.06
 PROJECT EDDE 39555-103658, ETC
 LOCAL AGRMT. 11-5071, 11-5072 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 29, 2011 -28.64 %

2.35 mi of hot mix asphalt cold milling, crushing and shaping, resurfacing, trenching, ditch construction, pavement marking, restoration, and traffic control on North 12th Street from C Avenue to the north county line and on 11th Street from Baseline Road to north of Baseline Road, Kalamazoo and Allegan Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 988,556.06	Same	1 **
Michigan Paving and Materials Comp	\$ 1,483,052.80	Same	2

2 Bidders

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

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

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

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

Funding Source:

103658A	
Kalamazoo County	11.00 %
Federal Highway Administration Funds	60.00 %
State Restricted Trunkline Funds	29.00 %
112174A	
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: 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.

109772A		
City of Battle Creek		18.15 %
Federal Highway Administration Funds		81.85 %
109773A		
City of Battle Creek		18.15 %
Federal Highway Administration Funds		81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49015.

100.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104011	\$ 800,320.30	\$ 670,270.73
	PROJECT STUL 53432-109179		
	LOCAL AGRMT. 11-5063		% OVER/UNDER EST.
	START DATE - JUNE 13, 2011		
	COMPLETION DATE - AUGUST 31, 2011		-16.25 %

0.50 mi of hot mix asphalt road reconstruction including concrete curb and gutter, storm sewer, sanitary sewer, watermain, concrete sidewalk, hot mix asphalt paving, and pavement markings on North Staffon Street from Ludington Avenue to Tinkham Avenue in the city of Ludington, Mason County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hallack Contracting, Inc.	\$ 670,270.73	Same	1 **
Jackson-Merkey Contractors, Inc.	\$ 694,605.75	Same	2
Milbocker and Sons, Inc.	\$ 716,548.35	Same	3
Wadel Stabilization, Inc.	\$ 752,576.05	Same	4
Elmer's Crane and Dozer, Inc.	\$ 757,146.85	Same	5
Kamminga & Roodvoets, Inc.	\$ 760,369.50	Same	6
D. J. McQuestion & Sons, Inc.	\$ 766,556.25	Same	7
CJ's Excavating Septic Service Inc.	\$ 773,317.74	Same	8
C & D Hughes, Inc.	\$ 798,927.40	Same	9
L.J. Construction, Inc.	\$ 951,034.28	Same	10
Schippers Excavating, Inc.			
Crawford Contracting, Inc.			
Central Michigan Contracting, Inc.			
Nagel Construction, Inc.			
Rieth-Riley Construction Co., Inc.			
Thompson Brothers, Inc.			

10 Bidders

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

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

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

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

Funding Source:

109179A

Federal Highway Administration Funds	52.22 %
City of Ludington	47.78 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49431.

101.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104012	\$ 769,686.00	\$ 682,186.43
	PROJECT BRT 25003-102516		
	LOCAL AGRMT. 11-5067		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2011		-11.37 %

Bridge removal and replacement including hot mix asphalt and guardrail placement on Maple Avenue at Thread River in the city of Burton, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 682,186.43	Same	1 **
S-L and H Contractors Incorporated	\$ 694,501.32	Same	2
Nashville Construction Company	\$ 705,671.16	Same	3
E.T. MacKenzie Company	\$ 711,966.91	Same	4
Walter Toebe Construction Company	\$ 751,882.05	Same	5
Z Contractors, Inc.	\$ 760,070.89	Same	6
Novak Construction	\$ 761,435.00	Same	7
J. E. Kloote Contracting, Inc.	\$ 834,063.48	Same	8
Anlaan Corporation	\$ 866,972.28	Same	9
J. Slagter & Son Construction Co.			

9 Bidders

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

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

Purpose/Business Case: This project is for the 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:

102516A

City of Burton	5.14 %
Federal Highway Administration Funds	79.88 %
State Restricted Trunkline Funds	14.98 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48529.

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: 49903.

103. LETTING OF APRIL 01, 2011
 PROPOSAL 1104014
 PROJECT STU 41401-112661
 LOCAL AGRMT. 11-5051
 START DATE - 10 days after award
 COMPLETION DATE - JULY 29, 2011

	ENG. EST.	LOW BID
	\$ 675,586.50	\$ 573,860.57
	% OVER/UNDER EST.	
	-15.06 %	

2.00 mi of hot mix asphalt crushing, shaping, and paving, shoulders, guardrail, and traffic control on Lincoln Lake Avenue SE from McPherson Street to 3 Mile Road, Kent County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Superior Asphalt, Inc.	\$ 573,860.57	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 579,755.25	Same	2
Michigan Paving and Materials Comp	\$ 737,391.55	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:

112661A	
Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

Funding Source:

111966A

Federal Highway Administration Funds 81.85 %
 City of Flushing 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: 48433.

105. LETTING OF APRIL 01, 2011 ENG. EST. LOW BID
 PROPOSAL 1104016 \$ 593,367.74 \$ 531,029.10
 PROJECT ST 33183-112333, ETC
 LOCAL AGRMT. 11-5027, 11-5062 % OVER/UNDER EST.
 START DATE - MAY 09, 2011
 COMPLETION DATE - 54 calendar days -10.51 %

0.60 mi of hot mix asphalt paving, cold milling, and resurfacing, curb and gutter, sidewalk ramp upgrading, and pavement markings on I-96BL at Pennsylvania Avenue and on Pennsylvania Avenue from Cedar Street northerly to Miller Road in the city of Lansing, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 531,029.10	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 560,746.32	Same	2

2 Bidders

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

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

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

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

Funding Source:

112333A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
112697A		
Federal Highway Administration Funds		81.85 %
City of Lansing		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: 48910.

106.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104017	\$ 505,694.10	\$ 478,343.81
	PROJECT STUL 72465-109118		
	LOCAL AGRMT. 11-5087		% OVER/UNDER EST.
	START DATE - AUGUST 01, 2011		
	COMPLETION DATE - OCTOBER 14, 2011		-5.41 %

3.50 mi of hot mix asphalt paving, trenching, drainage, and aggregate shoulders on Houghton View Drive from M-55 northeasterly to M-55, Roscommon County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 478,343.81	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 507,226.65	Same	2
Pyramid Paving and Contracting Co.	\$ 660,569.20	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:

109118A
 Roscommon 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: 48629.

107. LETTING OF APRIL 01, 2011
 PROPOSAL 1104018 ENG. EST. \$ 450,129.61 LOW BID \$ 257,137.95
 PROJECT STH 34609-108813
 LOCAL AGRMT. 11-5055 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 26, 2011 -42.87 %

3.00 mi of shoulder widening, culvert extensions, hot mix asphalt shoulders, clearing, and guardrail installation on Kelsey Highway from Grand River Avenue to David Highway, Ionia County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nashville Construction Company	\$ 257,137.95	Same	1 **
C L Trucking & Excavating, LLC	\$ 272,502.85	Same	2
Kamminga & Roodvoets, Inc.	\$ 294,208.85	Same	3
Dykema Excavators, Inc.			
Fred Myers Excavating & Trucking			
Diversco Construction Company, Inc.			
Hoffman Bros., Inc.			
Langlois & Sons Excavating, Inc.			
Michigan Paving and Materials Comp			
Milbocker and Sons, Inc.			
Dean's Landscaping & Excavating			
D. J. McQuestion & Sons, Inc.			
Nagel Construction, Inc.			

3 Bidders

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

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

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

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

Funding Source:

108813A

Ionia 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: 48846.

108.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104019	\$ 436,270.50	\$ 376,700.49
	PROJECT STUL 76421-109187		
	LOCAL AGRMT. 11-5064		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 15, 2011		-13.65 %

0.58 mi of hot mix asphalt overlay, concrete curb and gutter, ADA ramps, storm sewer, and earthwork on Oliver Street from Shiawassee Street (M-52) to Washington Street and on Stewart Street from Chipman Street to Cedar Street in the city of Owosso, Shiawassee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 376,700.49	Same	1 **
Nashville Construction Company	\$ 387,236.21	Same	2
Ace Asphalt & Paving Company	\$ 390,048.55	Same	3
Zito Construction	\$ 397,957.39	Same	4
C & D Hughes, Inc.	\$ 399,578.09	Same	5
Goretski's Construction Company	\$ 415,000.00	Same	6
Novak Construction	\$ 422,846.89	Same	7
Kamminga & Roodvoets, Inc.	\$ 423,864.50	Same	8
Astec Asphalt, Inc.	\$ 426,889.89	Same	9
Pyramid Paving and Contracting Co.	\$ 429,240.39	Same	10
Lois Kay Contracting Co.	\$ 441,625.54	Same	11
Florence Cement Company	\$ 453,493.89	Same	12
Michigan Paving and Materials Comp			
E.T. MacKenzie Company			
Crawford Contracting, Inc.			
Champagne and Marx Excavating, Inc.			
A. J. Rehmus & Son, Inc.			
D. J. McQuestion & Sons, Inc.			

12 Bidders

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

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

Purpose/Business Case: This project is for 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:

109187A

Federal Highway Administration Funds	81.85 %
City of Owosso	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.

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

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

Funding Source:

109058A	
City of Albion	19.57 %
Federal Highway Administration Funds	80.43 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49224.

111.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104022	\$ 356,914.80	\$ 303,167.80
	PROJECT BRO 52004-105348		
	LOCAL AGRMT. 11-5066		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2011		-15.06 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on County Road 565 at Bear Creek, Marquette County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
A. Lindberg & Sons, Inc.	\$ 303,167.80	Same	1 **
Associated Constructors, LLC	\$ 336,707.80	Same	2
Hebert Construction Co.	\$ 390,001.94	Same	3
Snowden, Inc.			
Bacco Construction Company			

3 Bidders

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

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

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

Purpose/Business Case: This project is for the 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:

105348A	
Marquette County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49841.

112.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104023	\$ 123,137.30	\$ 120,660.70
	PROJECT MCS 67005-105325		
	LOCAL AGRMT. 11-5047		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 01, 2011		-2.01 %

Bridge rehabilitation including hot mix asphalt cold milling and resurfacing, joint replacement, waterproofing membrane, and approach work on Hersey Road at Muskegon River, Osceola County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Miller Development, Inc.	\$ 120,660.70	Same	1 **
L. W. Lamb, Inc.	\$ 121,059.61	Same	2
Anlaan Corporation	\$ 128,164.35	Same	3
Milbocker and Sons, Inc.	\$ 143,055.74	Same	4
J. E. Kloote Contracting, Inc.	\$ 147,318.68	Same	5
J. Slagter & Son Construction Co.			
Elmer's Crane and Dozer, Inc.			
Davis Construction, Inc.			

5 Bidders

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

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

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:

105325A

Osceola County	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: 49677.

113.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104024	\$ 4,687,640.98	\$ 3,670,343.23
	PROJECT EDCF 82544-112832		
	LOCAL AGRMT. 11-5076		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 135 working days		-21.70 %

1.16 mi of concrete road reconstruction including storm sewer, culvert replacement, storm water pollution control, concrete paving and sidewalk, traffic signals, and pavement markings on Sheldon Center Road from Canton Center Road to Joy Road, on Canton Center Road from Fieldstone Drive to Sheldon Center Road, and on Sheldon Center Connector from Sheldon Road to Sheldon Center Road, Wayne County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 3,670,343.23	Same	1 **
Dan's Excavating, Inc.	\$ 3,679,357.63	Same	2
Tony Angelo Cement Construction Co.	\$ 4,018,584.14	Same	3
Angelo Iafrate Construction Company	\$ 4,116,309.48	Same	4
Ajax Paving Industries, Inc.	\$ 4,411,859.05	Same	5
Walter Toebe Construction Company	\$ 4,464,040.18	Same	6
Pamar Enterprises, Inc.	\$ 4,537,424.84	Same	7
Warren Contractors & Development	\$ 4,690,699.09	Same	8
Posen Construction, Inc.	\$ 5,180,050.29	Same	9
Verdeterre Contracting, Inc.			
Major Cement Co.			

9 Bidders

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

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

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

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

Funding Source:

112832A

Wayne County	31.50 %
Federal Highway Administration Funds	68.50 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48187.

114. LETTING OF APRIL 01, 2011
 PROPOSAL 1104025
 PROJECT STH 29609-108808, ETC
 LOCAL AGRMT. 11-5089, 11-5090
 START DATE - JUNE 06, 2011
 COMPLETION DATE - AUGUST 26, 2011

ENG. EST. \$ 1,100,528.75
 LOW BID \$ 879,709.24
 % OVER/UNDER EST. -20.06 %

0.73 mi of hot mix asphalt reconstruction, concrete curb, gutter, sidewalk, and ADA ramps, storm sewer, watermain, and tree removal on Luce Road at Lincoln Road and on Superior Street from Luce Road to Charles Avenue in the city of Alma, Gratiot County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Wonsey Tree Service, Inc.	\$ 879,709.24	Same	1 **
C L Trucking & Excavating, LLC	\$ 883,863.03	Same	2
Crawford Contracting, Inc.	\$ 895,727.81	Same	3
Mead Bros. Excavating Inc.	\$ 914,635.61	Same	4
Wooten Contracting Co.	\$ 935,318.98	Same	5
McGuirk Sand-Gravel, Inc.	\$ 935,344.71	Same	6
Tri-City Groundbreakers, Inc.	\$ 957,205.14	Same	7
Malley Construction, Inc.	\$ 965,408.53	Same	8
Nashville Construction Company	\$ 999,895.12	Same	9
Jack Dykstra Excavating, Inc.	\$ 1,009,614.40	Same	10
E.T. MacKenzie Company	\$ 1,024,431.19	Same	11
Central Michigan Contracting, Inc.	\$ 1,041,428.60	Same	12
Fisher Contracting Company	\$ 1,067,234.00	Same	13
Kamminga & Roodvoets, Inc.	\$ 1,070,456.83	Same	14
L.J. Construction, Inc.	\$ 1,090,874.22	Same	15
CJ's Excavating Septic Service Inc.	\$ 1,095,295.02	Same	16
C & D Hughes, Inc.	\$ 1,125,824.38	Same	17
Champagne and Marx Excavating, Inc.	\$ 1,180,417.88	Same	18
Schippers Excavating, Inc.			
Central Asphalt, Inc.			
Milbocker and Sons, Inc.			
Geiersbach Construction, Inc.			
D. J. McQuestion & Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
Rohde Bros. Excavating, Inc.			

18 Bidders

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

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

Purpose/Business Case: This project is for 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:

108808A		
Gratiot County		20.00 %
Federal Highway Administration Funds		80.00 %
109063A		
City of Alma		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 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: 48801.

115.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104026	\$ 1,059,387.45	\$ 888,015.52
	PROJECT STU 82457-112326		
	LOCAL AGRMT. 11-5056		% OVER/UNDER EST.
	START DATE - JUNE 27, 2011		
	COMPLETION DATE - OCTOBER 28, 2011		-16.18 %

0.68 mi of hot mix asphalt resurfacing including cold milling, concrete pavement repair, sidewalk, and ramps, hot mix asphalt paving, and pavement markings on Ecorse Road from Pelham Road to Norwood Avenue in the city of Allen Park, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 888,015.52	Same	1 **
Cadillac Asphalt, L.L.C.	\$ 970,262.32	Same	2
Barrett Paving Materials Inc.	\$ 974,246.27	Same	3
Florence Cement Company	\$ 982,987.15	Same	4
Pro-Line Asphalt Paving Corp.	\$ 1,084,015.27	Same	5
Al's Asphalt Paving Co.	\$ 1,091,451.65	Same	6

6 Bidders

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

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

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

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

Funding Source:

112326A

City of Allen Park	19.18 %
Federal Highway Administration Funds	80.82 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48101.

116.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104027	\$ 653,522.50	\$ 499,586.25
	PROJECT STU 41401-112664		
	LOCAL AGRMT. 11-5074		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 01, 2011		-23.55 %

1.00 mi of hot mix asphalt road resurfacing including cold milling, concrete sidewalk, hot mix asphalt paving, and pavement markings on Clyde Park Avenue from 68th Street to 60th Street, Kent County.

4.00 % DBE participation required

	BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 499,586.25	Same	1	**
Michigan Paving and Materials Comp	\$ 585,922.08	Same	2	
Superior Asphalt, Inc.	\$ 614,757.70	Same	3	

3 Bidders

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

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

Purpose/Business Case: This project is for 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:

112664A

Kent County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49509.

117.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104028	\$ 571,329.00	\$ 493,704.29
	PROJECT BRO 44004-105296		
	LOCAL AGRMT. 11-5083		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 16, 2011		-13.59 %

Bridge removal and replacement including hot mix asphalt paving, guardrail placement, and approach work on Castle Road at North Branch Flint River, Lapeer County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
S-L and H Contractors Incorporated	\$ 493,704.29	Same	1 **
Milbocker and Sons, Inc.	\$ 520,430.86	Same	2
L. W. Lamb, Inc.	\$ 534,264.03	Same	3
Nashville Construction Company	\$ 539,445.03	Same	4
Marlette Excavating Company	\$ 555,905.50	Same	5
Novak Construction	\$ 565,761.65	Same	6
J. E. Kloote Contracting, Inc.	\$ 572,704.07	Same	7
Z Contractors, Inc.	\$ 583,544.90	Same	8
L.J. Construction, Inc.	\$ 661,610.60	Same	9
Anlaan Corporation	\$ 676,957.94	Same	10
Walter Toebe Construction Company	\$ 743,363.07	Same	11
McDowell Construction, L.L.C.			
Nicol & Sons, Inc.			
J. Slagter & Son Construction Co.			

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 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:

105296A	
Lapeer County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48435.

119. LETTING OF APRIL 01, 2011
 PROPOSAL 1104030 ENG. EST. LOW BID
 \$ 345,325.50 \$ 454,941.15
 PROJECT STH 07609-108739, ETC
 LOCAL AGRMT. 10-5762 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2011 31.74 %

Bridge approach guardrail upgrades, joint replacement, hot mix asphalt wearing surface, railing replacement, riprap placement, and approach work on Froberg Road at the East Sturgeon Slough, on Pelkie Road over the West Branch of the Sturgeon River, and on Townline Road over Silver River, Baraga County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
A. Lindberg & Sons, Inc.	\$ 454,941.15	Same	1 **
Hebert Construction Co.	\$ 494,971.73	Same	2
J. Slagter & Son Construction Co.			
Snowden, Inc.			
Bacco Construction Company			

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 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:

108739A	
Baraga County	20.00 %
Federal Highway Administration Funds	80.00 %
109292A	
Federal Highway Administration Funds	74.10 %
State Restricted Trunkline Funds	25.90 %
109301A	
Federal Highway Administration Funds	34.73 %
State Restricted Trunkline Funds	65.27 %

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

Funding Source:

112826A
 Macomb County 20.00 %
 Federal Highway Administration Funds 80.00 %

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

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

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: 48062.

121. LETTING OF APRIL 01, 2011
 PROPOSAL 1104032 \$ ENG. EST. 587,768.60 \$ LOW BID 568,314.86
 PROJECT STU 81075-112162
 LOCAL AGRMT. 11-5058 % OVER/UNDER EST.
 START DATE - JUNE 01, 2011
 COMPLETION DATE - AUGUST 10, 2011 -3.31 %

0.33 mi of full depth reconstruction of hot mix asphalt pavement, concrete curb and gutter, earth grading, storm sewer, and restoration on East Cross Street from River Street to Prospect Avenue in the city of Ypsilanti, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Al's Asphalt Paving Co.	\$ 568,314.86	Same	1 **
Bailey Excavating, Inc.	\$ 576,040.75	Same	2
Service Construction, L.L.C.	\$ 579,491.56	Same	3
Fonson, Inc.	\$ 584,868.90	Same	4
Pro-Line Asphalt Paving Corp.	\$ 585,430.35	Same	5
Nagle Paving Company	\$ 612,598.60	Same	6
Florence Cement Company	\$ 634,827.27	Same	7
Pamar Enterprises, Inc.	\$ 641,702.62	Same	8
Goretski's Construction Company	\$ 647,342.63	Same	9
Nashville Construction Company	\$ 681,656.79	Same	10
C & D Hughes, Inc.	\$ 683,319.48	Same	11
San Marino Excavating, Inc.	\$ 699,841.11	Same	12
Fiore Enterprises LLC	\$ 708,061.37	Same	13
Cadillac Asphalt, L.L.C.			
Ajax Paving Industries, Inc.			
Crawford Contracting, Inc.			
Milbocker and Sons, Inc.			
Barrett Paving Materials Inc.			
D. J. McQuestion & Sons, Inc.			
ABC Paving Company			

13 Bidders

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

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

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

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

Funding Source:

112162A
 Federal Highway Administration Funds 65.45 %
 City of Ypsilanti 34.55 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48197.

122.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104033	\$ 464,093.51	\$ 304,795.96
	PROJECT STH 49609-108632		
	LOCAL AGRMT. 11-5088		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 02, 2011		-34.32 %

2.00 mi of earth excavation, embankment, subbase, aggregate surface course, and slope restoration on North Gould City Road from south of Camp A Road northerly to McConnel Road, Mackinac County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Gerou Excavating, Inc.	\$ 304,795.96	Same	1 **
Smith Paving, Inc.	\$ 406,035.00	cannot total	n/c
Rieth-Riley Construction Co., Inc.	\$ 331,852.19	Same	2
D. J. McQuestion & Sons, Inc.	\$ 344,402.60	Same	3
Bacco Construction Company	\$ 362,067.00	Same	4
A. Lindberg & Sons, Inc.	\$ 379,755.00	Same	5
Elmer's Crane and Dozer, Inc.	\$ 397,575.50	Same	6
Cordes Excavating, Inc.	\$ 398,551.30	Same	7
Payne & Dolan Inc.	\$ 444,225.64	Same	8
Hebert Construction Co.			
Crawford Contracting, Inc.			
M & M Excavating Company			
Central Michigan Contracting, Inc.			
Causie Contracting, Inc.			

9 Bidders

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

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

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

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

Funding Source:

108632A

Mackinac County	20.79 %
Federal Highway Administration Funds	79.21 %

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: 49820.

123. LETTING OF APRIL 01, 2011
 PROPOSAL 1104034 \$ ENG. EST. 28,853.00 \$ LOW BID 30,765.00
 PROJECT STH 25609-108806
 LOCAL AGRMT. 11-5060 % OVER/UNDER EST.
 START DATE - JULY 06, 2011
 COMPLETION DATE - JULY 29, 2011 6.63 %

0.04 mi of bridge railing and guardrail upgrades on Silver Lake Road at Argentine Dam east of Seymour Road, Genesee County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-Valley Landscaping, Inc.	\$ 30,765.00	Same	1 **
Rite Way Fence, Inc.	\$ 35,724.00	Same	2
Nashville Construction Company	\$ 44,071.50	Same	3
Future Fence Company	\$ 68,242.50	Same	4
J. Slagter & Son Construction Co.			
Snowden, Inc.			
J & J Contracting, Inc.			
McDowell Construction, L.L.C.			

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:

108806A

Genesee County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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: 48761.

125.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104036	\$ 90,240.00	\$ 86,040.76
	PROJECT STUL 11400-100084		
	LOCAL AGRMT. 11-5098		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 15 working days		-4.65 %

0.29 mi of hot mix asphalt cold milling and resurfacing, trenching, aggregate base, and shoulders on California Road from the city limits of Bridgeman to Red Arrow Highway, Berrien County.

0.00 % DBE participation required

	BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 86,040.76		Same	1 **
Michigan Paving and Materials Comp	\$ 111,711.50		Same	2

2 Bidders

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

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

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

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

Funding Source:

100084A	
Berrien 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: 49106.

126. LETTING OF APRIL 01, 2011
 PROPOSAL 1104037
 PROJECT STE 41081-108112
 LOCAL AGRMT. 11-5068
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 15, 2011

	ENG. EST.	LOW BID
	\$ 933,984.75	\$ 756,178.60
		% OVER/UNDER EST.
		-19.04 %

1.90 mi of hot mix asphalt non-motorized pathway, timber boardwalks, retaining walls, concrete sidewalk, permanent signing, pavement markings, and grading on Foreman Road from Gee Drive easterly to the C&O Railroad and on Alden Nash Avenue from Gee Drive northerly to Vergennes Road in the city of Lowell, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 756,178.60	Same	1 **
L. W. Lamb, Inc.	\$ 772,178.72	Same	2
Katerberg-Verhage, Inc.	\$ 797,785.00	Same	3
L.J. Construction, Inc.	\$ 821,920.50	Same	4
Schippers Excavating, Inc.	\$ 849,232.00	Same	5
D. J. McQuestion & Sons, Inc.	\$ 878,021.46	Same	6
Davis Construction, Inc.	\$ 878,065.76	Same	7
C L Trucking & Excavating, LLC	\$ 925,698.65	Same	8
Milbocker and Sons, Inc.	\$ 936,198.66	Same	9
Nashville Construction Company	\$ 955,646.28	Same	10
Mead Bros. Excavating Inc.	\$ 963,277.90	Same	11
Diversco Construction Company, Inc.	\$ 1,018,354.70	Same	12
Al's Excavating, Inc.			
Kentwood Excavating, Inc.			
Dykema Excavators, Inc.			
Nagel Construction, Inc.			
Anlaan Corporation			
Crawford Contracting, Inc.			
J. Slagter & Son Construction Co.			
Don Meeks Construction, LLC			
Jack Dykstra Excavating, Inc.			
Dean's Landscaping & Excavating			

12 Bidders

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

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

Purpose/Business Case: This project is for 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:

108112A

Federal Highway Administration Funds	70.00 %
(Transportation Enhancement Funds)	
City of Lowell	30.00 %

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

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

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

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49331.

127.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104038	\$ 600,266.85	\$ 533,533.13
	PROJECT STL 77475-112349, ETC		
	LOCAL AGRMT. 11-5101		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 24, 2011		-11.12 %

8.96 mi of hot mix asphalt ultra thin overlay, aggregate shoulders, and pavement markings on Kilgore Road from Lapeer Road northerly to north of Bryce Road, on North Road from north of Beard Road northerly to north of Norman Road, on County Line Road from south of Meisner Road northerly to south of St. Clair Highway, and on County Line Road from south of St. Clair Highway northerly to Gratiot Road, St. Clair County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Company	\$ 533,533.13	Same	1 **
Pro-Line Asphalt Paving Corp.	\$ 593,852.71	Same	2
Barrett Paving Materials Inc.	\$ 610,757.74	Same	3
Ajax Paving Industries, Inc.	\$ 618,424.13	Same	4
Cadillac Asphalt, L.L.C.	\$ 627,805.19	Same	5
Florence Cement Company	\$ 663,580.00	Same	6

6 Bidders

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

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

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

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

Funding Source:

112349A		
	St Clair County	20.00 %
	Federal Highway Administration Funds	80.00 %
112351A		
	St Clair County	20.00 %
	Federal Highway Administration Funds	80.00 %
112431A		
	St Clair County	20.00 %
	Federal Highway Administration Funds	80.00 %
112986A		
	St Clair County	25.75 %
	Federal Highway Administration Funds	74.25 %

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: 48006.

128. LETTING OF APRIL 01, 2011
 PROPOSAL 1104039 \$ ENG. EST. 189,521.89 \$ LOW BID 215,003.75
 PROJECT STUL 31437-109105
 LOCAL AGRMT. 11-5100 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2011 13.45 %

0.18 mi of hot mix asphalt road reconstruction including earth excavation, subbase, aggregate base, storm sewer, concrete curb and gutter, hot mix asphalt paving, and pavement markings on Main Street from Green Acres Road (Superior Road) to Copper Ridge Road, Houghton County.

0.00 % DBE participation required

WITHDRAWN AT SAB

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bill Sifer Contracting, Inc.	\$ 215,003.75	Same	1 **
Thomas J. Moyle, Jr., Incorporated	\$ 228,334.20	Same	2
M.J.O. Contracting, Inc.	\$ 233,344.63	Same	3
A. Lindberg & Sons, Inc.	\$ 262,713.36	Same	4
Bacco Construction Company	\$ 266,161.36	Same	5
Hebert Construction Co.	\$ 282,965.14	Same	6
B & B Contracting, Calumet, Inc.			

6 Bidders

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

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

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

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

Funding Source:

109105A
 Houghton County 18.15 %
 Federal Highway Administration Funds 81.85 %

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

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

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:

107989A
 Van Buren 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: 49090.

130.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104041	\$ 206,884.30	\$ 136,568.09
	PROJECT HRRR 19609-107992		
	LOCAL AGRMT. 11-5104		% OVER/UNDER EST.
	START DATE - JUNE 16, 2011		
	COMPLETION DATE - JULY 15, 2011		-33.99 %

0.19 mi of hot mix asphalt road reconstruction, earthwork, subbase, aggregate base, and slope restoration on North County Line Road at Ely Road, Gratiot County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C L Trucking & Excavating, LLC	\$ 136,568.09	Same	1 **
Mead Bros. Excavating Inc.	\$ 147,653.19	Same	2
Crawford Contracting, Inc.	\$ 155,274.91	Same	3
Wonsey Tree Service, Inc.	\$ 165,866.67	Same	4
Cadwell Bros. Construction Company	\$ 167,014.91	Same	5
Robbin Harsh Excavating, Inc.	\$ 169,341.50	Same	6
Kanninga & Roodvoets, Inc.	\$ 170,197.95	Same	7
Nashville Construction Company	\$ 191,334.99	Same	8
Fisher Contracting Company	\$ 198,070.22	Same	9
CRS/Shaw Contracting Co.			
Central Asphalt, Inc.			
Central Michigan Contracting, Inc.			
Milbocker and Sons, Inc.			
Malley Construction, Inc.			
D. J. McQuestion & Sons, Inc.			
Rohde Bros. Excavating, Inc.			
McGuirk Sand-Gravel, Inc.			
Champagne and Marx Excavating, Inc.			

9 Bidders

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

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

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

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

Funding Source:

107992A

Clinton County	12.04 %
Federal Highway Administration Funds	87.96 %

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.

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

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

Funding Source:

111593A		
Oakland County		2.02 %
Federal Highway Administration Funds		97.98 %
111594A		
Oakland County		57.35 %
Federal Highway Administration Funds		42.65 %

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

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

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: 48017.

133.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104053	\$ 1,981,866.34	\$ 1,625,764.73
	PROJECT STU 50458-104588		
	LOCAL AGRMT. 11-5112		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2011		-17.97 %

1.28 mi of concrete pavement reconstruction including sidewalk ramps, signing, and pavement markings on Frazho Road from Gratiot Avenue (M-3) easterly to I-94 in the city of Roseville, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tony Angelo Cement Construction Co.	\$ 1,625,764.73	Same	1 **
Florence Cement Company	\$ 1,631,040.31	Same	2
Di Lisio Contracting, Inc.	\$ 1,680,456.33	Same	3
Angelo Iafrate Construction Company	\$ 1,693,809.72	Same	4
Walter Toebe Construction Company	\$ 1,897,315.19	Same	5
Carlo Construction, Inc.	\$ 1,899,433.09	Same	6
Ajax Paving Industries, Inc.	\$ 2,084,765.71	Same	7
Interstate Highway Construction	\$ 2,312,126.75	Same	8
Major Cement Co.			

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 reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

104588A		
Federal Highway Administration Funds		81.58 %
City of Roseville		18.42 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48066.

134.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104054	\$ 1,172,768.00	\$ 833,576.41
	PROJECT STUL 11400-107686		
	LOCAL AGRMT. 11-5099		% OVER/UNDER EST.
	START DATE - JUNE 15, 2011		
	COMPLETION DATE - OCTOBER 31, 2011		-28.92 %

0.30 mi of road reconstruction including storm sewer, drainage structures, sanitary sewer, watermain, hot mix asphalt resurfacing, concrete curb, gutter, sidewalk, and ADA ramps on South State Street from Granada Avenue to Wallace Avenue and on Kingsley Avenue from South State Street to Niles Avenue (M-63) in the city of St. Joseph, Berrien County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kalin Construction Co., Inc.	\$ 833,576.41	Same	1 **
B & Z Company	\$ 864,446.52	Same	2
Peters Construction Co.	\$ 874,170.94	Same	3
Georgetown Construction Co.	\$ 924,835.39	Same	4
Milbocker and Sons, Inc.	\$ 975,960.03	Same	5
Northern Construction Services, Co.	\$ 1,009,230.85	Same	6
Kammainga & Roodvoets, Inc.	\$ 1,026,589.00	Same	7
Nashville Construction Company	\$ 1,040,141.11	Same	8
Diversco Construction Company, Inc.	\$ 1,065,579.35	Same	9
Don Meeks Construction, LLC	\$ 1,075,400.05	Same	10
Connan, Inc.	\$ 1,248,179.05	Same	11
Hoffman Bros., Inc.			
Schippers Excavating, 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 the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

107686A

Federal Highway Administration Funds	56.52 %
City of St. Joseph	43.48 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49085.

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:

108819A

Jackson 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: 49201.

137. LETTING OF APRIL 01, 2011
 PROPOSAL 1104057 \$ ENG. EST. \$ LOW BID
 PROJECT STH 19609-108801 \$ 301,656.69 \$ 249,661.00
 LOCAL AGRMT. 11-5061 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 01, 2011 -17.24 %

0.57 mi of hot mix asphalt cold milling and resurfacing, guardrail, traffic signal, and pavement markings on Clark Road from west of Wood Road easterly to east of Wood Road, Clinton County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
American Asphalt, Inc.	\$ 249,661.00	Same	1 **
Michigan Paving and Materials Comp	\$ 250,144.08	Same	2
Rieth-Riley Construction Co., Inc.	\$ 284,846.86	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:

108801A

Clinton County	20.00 %
Federal Highway Administration Funds	80.00 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project 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: 48820.

138.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104058	\$ 193,281.73	\$ 185,459.39
	PROJECT STUL 78434-109203		
	LOCAL AGRMT. 11-5106		% OVER/UNDER EST.
	START DATE - JUNE 13, 2011		
	COMPLETION DATE - AUGUST 26, 2011		-4.05 %

1.04 mi of hot mix asphalt resurfacing, concrete sidewalk, and ADA ramps on Lafayette Road from Lakeview Road to Big Hill Road, St. Joseph County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Comp	\$ 185,459.39	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 188,462.72	Same	2
Niblock Excavating Inc.			

2 Bidders

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

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

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

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

Funding Source:

109203A

St Joseph 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: 49091.

139.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104059	\$ 55,570.00	\$ 77,508.26
	PROJECT HPSL 82163-112253		
	LOCAL AGRMT. 11-5069		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2011		39.48 %

0.30 mi of concrete sidewalk and timber rest areas on Lezotte Pathway between Old Fort Street and Swallow Drive in the city of Rockwood, Wayne County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Carlo Construction, Inc.	\$ 77,508.26	Same	1 **
V.I.L. Construction, Inc.	\$ 91,470.00	Same	2
Dave's Contracting Inc	\$ 97,860.00	Same	3
Pamar Enterprises, Inc.	\$ 118,080.00	Same	4
J. Slagter & Son Construction 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 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:

112253A		
Federal Highway Administration Funds		80.00 %
(Transportation Enhancement Funds)		
City of Rockwood		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: Transportation enhancement.

Selection: Low bid.

Zip Code: 48173.

140.	LETTING OF APRIL 01, 2011	ENG. EST.	LOW BID
	PROPOSAL 1104239	\$ 1,032,219.40	\$ 699,897.98
	PROJECT STE 61404-105366		
	LOCAL AGRMT. 11-5028		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 45 working days		-32.19 %

6.10 mi of non-motorized hot mix asphalt pathway, aggregate base, and grading on vacated CSX railroad right of way from White Lake Drive southeasterly to Tyler Road, Muskegon County.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hallack Contracting, Inc.	\$ 699,897.98	Same	1 **
Brenner Excavating, Inc.	\$ 709,215.70	Same	2
Dykema Excavators, Inc.	\$ 718,978.31	Same	3
Milbocker and Sons, Inc.	\$ 720,349.44	Same	4
C L Trucking & Excavating, LLC	\$ 731,963.83	Same	5
D. J. McQuestion & Sons, Inc.	\$ 761,480.90	Same	6
Kamminga & Roodvoets, Inc.	\$ 781,563.03	Same	7
L.J. Construction, Inc.	\$ 863,933.34	Same	8
Nagel Construction, Inc.	\$ 866,083.83	Same	9
Triangle Excavators, Inc.	\$ 883,708.50	Same	10
Mead Bros. Excavating Inc.	\$ 916,679.34	Same	11
Astec Asphalt, Inc.	\$ 949,143.58	Same	12
Jack Dykstra Excavating, Inc.	\$ 964,049.84	Same	13
Wadel Stabilization, Inc.	\$ 1,000,305.97	Same	14
Schippers Excavating, Inc.	\$ 1,023,223.50	Same	15
Nashville Construction Company	\$ 1,072,033.17	Same	16
C & D Hughes, Inc.	\$ 1,075,012.63	Same	17
Diversco Construction Company, Inc.	\$ 1,096,535.48	Same	18
Causie Contracting, Inc.	\$ 1,185,873.74	Same	19
Jackson-Merkey Contractors, Inc.			
Katerberg-Verhage, Inc.			
Thompson Brothers, Inc.			
Weick Bros., Inc.			
McCormick Sand, Inc.			
Al's Excavating, Inc.			
Dean's Landscaping & Excavating			
Michigan Paving and Materials Comp			
Don Meeks Construction, LLC			
Rieth-Riley Construction Co., Inc.			
Ron Meyer and Associates Excavating			
Connan, Inc.			
DeSal Excavating, Inc.			
Dan Hoe Excavating, Inc.			

19 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:

105366A

Muskegon County	50.00 %
Federal Highway Administration Funds	50.00 %

(Transportation Enhancement Funds)

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

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

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

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49445

EXTRAS

141. **Extra 2011-50**

Control Section/Job Number: 82194-84780 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

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

Description of Project:

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

Administrative Board Approval Date:	May 19, 2009	
Contract Date:	June 9, 2009	
Original Contract Amount:	\$1,179,795.74	
Total of Overruns/Changes (Approved to Date):	15,074.95	+ 1.28%
Total of Extras/Adjustments (Approved to Date):	108,287.26	+ 9.18%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>8,292.00</u>	<u>+ 0.70%</u>
Revised Total	<u>\$1,311,449.95</u>	+ 11.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.46% over the original budget for an **Authorized to Date Amount** of \$1,303,157.95.

Approval of this extra will place the authorized status of the contract 11.16% or \$131,654.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2010-166	6 r.1	\$864.88	12/21/10
2011-010	5 r.3	\$27,545.09	02/01/11
2011-030	11 r.2, 12	\$9,593.05	03/01/11

Contract Modification Number(s): 9

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

CM 9		
_Sculpture Installation	8,292.00 Dlr @ \$1.00/Dlr	<u>\$8,292.00</u>
Total		<u>\$8,292.00</u>

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

CM 9

The MDOT engineer directed the contractor to perform extra work for the installation of the sculpture at the Bagley Pedestrian Apron project. The sculpture was an MDOT supplied item that was paid for separately through Metro Region funds. To install the sculpture, a supporting aluminum base frame was fabricated by Al Roll Company, which was required to be mounted on a foundation constructed by the contractor. The contractor also installed the sculpture on the foundation. The extra cost for _Sculpture Installation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on April 19, 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: 48216.

142. **Extra 2011-51**

Control Section/Job Number: 82194-102377-2 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp. MI 48315-3124

Designed By: Alfred Benesch & Company
Engineer's Estimate: \$5,971,293.71

Description of Project:

Bridge rehabilitation, light standard replacement, barrier repairs, substructure repairs, downspout replacement, structural steel repairs, and maintaining traffic on I-75 over Rouge River in the city of Detroit, Wayne County. This project includes a 2 year materials and workmanship column wrap warranty.

Administrative Board Approval Date:	March 02, 2010	
Contract Date:	March 12, 2010	
Original Contract Amount:	\$7,122,098.61	
Total of Overruns/Changes (Approved to Date):	(71,496.80)	- 1.00%
Total of Extras/Adjustments (Approved to Date):	85,710.35	+ 1.20%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>250,000.00</u>	<u>+ 3.51%</u>
Revised Total	<u>\$7,386,312.16</u>	+ 3.71%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.20% over the original budget for an **Authorized to Date Amount** of \$7,136,312.16.

Approval of this extra will place the authorized status of the contract 3.71% or \$264,213.55 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7

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

CM 7

_Budget for Replacement of
Right of Way Fence and Gates

250,000.00 Dlr @ \$1.00/Dlr

\$250,000.00

Total

\$250,000.00

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

CM 7

The contractor was directed to repair and replace areas of right-of-way fence missing or otherwise vandalized below the Rouge River Bridge located on I-75. This high level structure is a critical part of Michigan's infrastructure and is crucial to national security due to its navigable waterway, The Rouge River. The fence was missing in several locations allowing easy access to all areas below the bridge. To deter suspicious activity in the area, the fence will be tack welded and coated with tar to deter any further theft or vandalism. To secure MDOT's right-of-way and to protect the citizens of Michigan, this work was necessary to the contract. A maximum budget amount was created. Six different extra items of fence work were undertaken, and none are standard MDOT pay items of work. Four of the six different types of fence items within this CM budget amount are as follows: +/- 5280 lft. of 8 ft. fence with driven posts, +/- 1400 lft. of 10 ft. fence to include fabric only, +/- 400 lft of 8 ft fence to include fabric only, +/- 500 lft of 6 ft fence to include fabric only. There are approximately 16 double drive swing gates to be installed in conjunction with the fence work. The price for each type of fence was agreed upon with the engineer and the budget will balance up or down when the extra work is complete.

The extra cost for _Budget for Replacement of Right-of-Way Fence and Gates 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 April 19, 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: 48172.

143. **Extra 2011-52**

Control Section/Job Number: 60031-86505 MDOT Project

State Administrative Board - 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: Milbocker and Sons, Inc.
1256 29th Street
Allegan, MI 49010-9702

Designed By: MDOT
Engineer's Estimate: \$6,035,680.81

Description of Project:

1.84 mi of removal of existing bridge and replacement of a new concrete spread box beam design, removal of existing pavement, installation of a temporary road, and construction of hot mix asphalt pavement, curb and gutter, drainage, safety improvements, sanitary sewer, watermain, and landscaping on M-32 Business Spur over the Thunderbay River and from south of the intersection of M-32 Business Spur and Veterans Memorial Highway to north of the old village limits of Hillman, Montmorency County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	July 21, 2009	
Contract Date:	August 18, 2009	
Original Contract Amount:	\$5,316,352.63	
Total of Overruns/Changes (Approved to Date):	51,842.59	+ 0.98%
Total of Extras/Adjustments (Approved to Date):	63,880.34	+ 1.20%
Total of Negative Adjustments (Approved to Date):	(29,587.00)	- 0.56%
THIS REQUEST	<u>135,098.00</u>	<u>+ 2.54%</u>
Revised Total	<u>\$5,537,586.56</u>	+ 4.16%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.62% over the original budget for an **Authorized to Date Amount** of \$5,402,488.56.

Approval of this extra will place the authorized status of the contract 4.16% or \$221,233.93 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None.

Contract Modification Number(s): 10

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

CM 10

86917A:

_ Force Account Payment, Sanitary Sewer & Water Main, Repair & Relocation	130,970.00 Dlr @ \$1.00/Dlr	\$130,970.00
_ New check valve, HDPE Pipe, Sanitary Pump Station	1.00 LS @ \$4,128.00/LS	<u>4,128.00</u>
Total		<u>\$135,098.00</u>

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

CM 10

The repair and relocation of sanitary sewer and water main (utilities) was due to conflicts with grade and alignment of the proposed underground storm sewer. The conflicts discovered during construction between the existing sewer and water and the proposed underground work required the performance of this extra work. Due to the material and condition of the existing utilities, several areas required extensive work to relocate and repair to meet current design standards for the health and longevity of the water and sanitary services. There are no offsetting items of work. The extra cost for Force Account Payment, Sanitary Sewer and Water Main, Repair and Relocation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

A change on the site was required to manage the surface runoff with the enclosed drainage system by temporarily connecting the proposed sewer to the existing pump station. This was done with a temporary high strength plastic pipe, and miscellaneous fittings that were necessary on both ends of the pipe. This temporary connection was a result of the sequence of events (staging) that was necessary on the project where the proposed pump station could not be constructed until the existing bridge was removed and the new structure was completed. This work was determined to be essential to the satisfactory completion of the contract work. This work did not appear in the proposal and was not included in the bid price for other items in the contract. The extra cost for New Check Valve, HDPE Pipe, Sanitary Pump Station was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time equipment, materials, and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, actual costs for materials, and negotiation per Section 103.04 of the 2003 Standard Specifications for Construction. Since a subcontractor completed the work, the cost includes a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on April 19, 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:

105108A: FHWA, 70%; State Restricted Trunkline, 20%; Village of Hillman 10%, unless otherwise noted.

86505A: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

86917A: FHWA, 79.85; State Restricted Trunkline, 17.35%; Village of Hillman 2.80%, 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: 49746.

OVERRUN

144. **Overrun 2011-10**

Control Section/Job Number: 58071-107762 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd Suite 100
Troy, MI 48084-4892

Designed By: MDOT
Engineer's Estimate: \$96,120.53

Description of Project:

1.43 mi of hot mix asphalt intermittent pavement repairs and shoulder widening on M-125 from the Ohio state line northerly to Sterns Road, Monroe County.

Administrative Board Approval Date:	April 2, 2010	
Contract Date:	May 17, 2010	
Original Contract Amount:	\$112,780.84	
Total of Overruns/Changes (Approved to Date):	11,278.08	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,095.00	+ 3.63%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>3,645.80</u>	+ <u>3.23%</u>
Revised Total	<u>\$131,799.72</u>	+ 16.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.63% over the original budget for an **Authorized to Date Amount** of \$128,153.92.

Approval of this overrun will place the authorized status of the contract 16.86% or \$19,018.88 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

_HMA, 4E3	38.2119 Ton @ \$95.41/Ton	<u>\$3,645.80</u>
Total		<u>\$3,645.80</u>

Reason(s) for Overrun(s):

The original quantity of hot mix asphalt (HMA 4E3) was increased and was needed at southbound M-125 to Lavoy Road. After reviewing the plans, the Delivery Engineer consulted with the MDOT University Region Soils Engineer and MDOT Brighton Transportation Service Center Manager to widen the shoulder to 12 ft. from Lavoy Road to project Station 19+90. This widening of the shoulder into a proposed designated right-turn lane will alleviate traffic congestion and increase mobility at the intersection. The HMA 4E3 material was used as the pavement surface material.

This Overrun is recommended for approval by the State Administrative Board on April 19, 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: American Recovery and Reinvestment Act, 100%, unless otherwise noted

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

Risk Assessment: 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 Code: 48133.

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,

Laura J. Masten



Kirk T. Steudle
Director

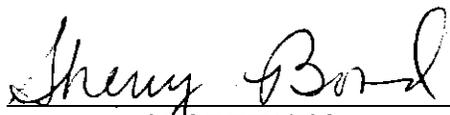
Ms. Corgan presented the Transportation and Natural Resources Committee Report for the regular meeting of April 13, 2011. After review of the foregoing Transportation and Natural Resources Committee Report, Ms. Corgan moved that the Report covering the regular meeting of April 13, 2011, be approved and adopted with Items 5, 19, 68, 74, 83, and 128 of the Regular Agenda withdrawn by the Department of Transportation at the State Administrative Board meeting on April 19, 2011. The motion was supported by Mr. Timpf and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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



SECRETARY



CHAIRPERSON