

APPROVED

July 21, 2009

Michigan State
Administrative Board

Lansing, Michigan

June 16, 2009

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, June 16, 2009, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm,
Chairperson
Gary Owen, Policy Advisor, representing John D. Cherry, Jr., Lt. Governor
Duane Berger, Director, Department Administration Services, representing
Terri Lynn Land, Secretary of State
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox,
Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, Robert J. Kleine,
State Treasurer
Carol Wolenberg, Deputy Superintendent for Administration, representing
Michael P. Flanagan, Superintendent of Public Instruction
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director,
Department of Transportation
Sherry Bond, Secretary

Others Present:

Linda Feldpausch, Elise Lancaster, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation; Jerry Crandall, MIRS

1. CALL TO ORDER:

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

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

Ms. Wolenberg moved that the minutes of the regular meeting of May 19, 2009, 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

Lansing, Michigan

June 16, 2009

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, June 16, 2009, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm, Chairperson
Gary Owen, Policy Advisor, representing John D. Cherry, Jr., Lt. Governor
Duane Berger, Director, Department Administration Services, representing Terri Lynn Land, Secretary of State
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, Robert J. Kleine, State Treasurer
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Linda Feldpausch, Elise Lancaster, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation; Jerry Crandall, MIRS

1. CALL TO ORDER:

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

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

Ms. Wolenberg moved that the minutes of the regular meeting of May 19, 2009, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

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

NONE

4. COMMUNICATIONS:

None

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

FERRIS STATE UNIVERSITY
Animal Care Facility, 6/16/2009
Auto Services, 6/16/2009
Tot's Place, 6/16/2009

Mr. Hank moved that the retention and disposal schedules be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

June 16, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Building Committee was held at 11:00 a.m.
on June 9, 2009. Those present being:

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

Member: Christin McLellen, representing Approved _____
Governor Granholm

Member: Gary Owen, representing Approved _____
Lt. Governor Cherry

Others: Iris Lopez, Department of Attorney General; Sergio Paneque,
Department of Information Technology; David Arking, Sherry Bond,
Linda Feldpausch, Elise Lancaster, Pat Mullen, Janet Rouse,
Department of Management and Budget; Rick Dolan, Department of
Transportation

The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

June 9, 2009 / June 16, 2009
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF NATURAL RESOURCES, JACKSON, WASHTENAW, LENAWE AND CALHOUN COUNTIES – Gilletts, Bruin, Sand, & Lee Lake Boating Access Sites – Site Paving
File No. 751/08267.RWG - Index Nos. 58070 & 57150
Low Responsive Bidder: Mead Brothers Excavating, Springport; \$336,857.04

Purpose/Business Case

The purpose of this contract is to install asphalt paving at four boating access sites. The existing sites are gravel and suffer from erosion and maintenance problems.

Benefit

The State will benefit by having safer sites, less erosion causing potential waterway sedimentation, and fewer maintenance problems.

Funding Source

100% Waterways 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 erosion and maintenance problems.

Zip Code

Various

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, KALAMAZOO – Lakeside Refinery Site – Excavation
File No. 761/09191.RRD - Index No. 44501
Low Responsive Bidder: MacKenzie Environmental Services, Inc., Grand Ledge; \$1,778,403.78

Purpose/Business Case

The purpose of this contract is to excavate and remove contaminated soil and groundwater from the site, conduct demolition and disposal of existing structures and restore site. The site is a former oil refinery. Preliminary investigation indicated

presence of oil and refined petroleum residues in the site's soil and groundwater. The contractor will demolish existing structures and remove identified contaminated soil and groundwater from the site.

Benefit

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

Funding Source

100% Clean Michigan Initiative (CMI)

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 the contaminated materials on site and risking exacerbation of health hazard to the public due to the spread of contamination, therefore violating environmental regulations.

Zip Code

49001

3. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING AND JACKSON – Hannah and Ottawa Buildings, Joint Operations Center, Joint Laboratory, Joint Laboratory Boiler Building, and Jackson State Office Building – Furnish and Install Roof Fall Protection and Window Cleaning Anchorages
File Nos. 071/08232.JNS, 071/09163.JNS and 071/09249.JNS - Index Nos. 44110, 44111, 44400, 43109 and 44308
Low Responsive Bidder: Moore Trosper Construction Company, Holt;
\$435,000.00

Purpose/Business Case

The purpose of this contract is to provide roof fall protection and window cleaning anchorages at the Hannah and Ottawa Buildings, and for the furnishing and installation of roof fall protection only at the Joint Operations Center, Joint Laboratory, Joint Laboratory Boiler Building, and Jackson State Office Building. Roof fall protection equipment is needed to allow facility maintenance staffs to safely access these building roof systems to perform maintenance activities, and to comply with MIOSHA standards on fall protection. Window cleaning anchorages are required at the Hannah and Ottawa Buildings to provide companies performing window cleaning at these facilities with anchorage points meeting requirements of the International Window Cleaning Association Window Cleaning Safety Standard.

Benefit

The State will benefit by having roof fall protection systems in place that will allow maintenance staff to access these building roof systems to provide maintenance in compliance with MIOSHA requirements. Additionally, window cleaning anchorages at the Hannah and Ottawa Buildings will provide window cleaning companies with safe anchorage points meeting requirements of the International Window Cleaning Association Window Cleaning Safety Standard.

Funding Source

100% Building Occupancy 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 the State being required to purchase costly personal protective gear for all maintenance staff to ensure compliance with MIOSHA and additional cost each time windows are cleaned.

Zip Code

48933, 48906 and 49201

4. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Hall of Justice – East and West Parking Structure Repairs
File No. 071/08191.RWG - Index No. 44119
Low Responsive Bidder: RAM Construction Services of Michigan, Inc., Livonia;
\$358,599.00

Purpose/Business Case

The purpose of this contract is to make repairs to the east and west parking garages. The project includes concrete repairs, replacement of joint sealants, repair and replacement of deck coatings, chemical grouting of cracks, additional floor drains, and repairs to concrete columns.

Benefit

The State will benefit by preventing further deterioration of the parking structures.

Funding Source

100% Building Occupancy 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 deterioration of the parking structures.

Zip Code

48933

5. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – 8 State Office Buildings – Security Upgrades
File No. 071/05346.EHS - Index No. 53178
Low Responsive Bidder: HBC Contracting, Lansing; \$2,397,280.00

Purpose/Business Case

The purpose of this contract is to install a visitor management system to upgrade the security of 8 State Office Buildings. These buildings include the Austin, Williams, VanWagoner, Hannah, Ottawa, Cass, Constitution Hall and Grand Tower. The system

includes turn styles, cameras, access control, interactive visitor kiosk, and glass partitioned walls.

Benefit

The State will benefit by providing an automated visitor management system which would eliminate the need for current contracted security services and provide a financial savings to the State.

Funding Source

100% State Building Authority 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 could result in continued contracted security services.

Zip Code

48909

REVISIONS TO CONSTRUCTION CONTRACTS

6. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lewis Cass Building – 1st and 2nd Floor Renovations
File No. 071/06080.JRC – Index No. 53201
HBC Contracting, Lansing; CCO No. 6, Incr. \$206,703.72

Purpose/Business Case

The purpose of this change order is to address fire and electrical code issues that relate to the egress fire doors and air distribution controls that came to light during the construction phase. The 1st and 2nd floors are the last two floors in the Cass Building to be renovated; this will bring the building into current building and fire code compliance while making the buildings mechanical system function more economically.

Benefit

The State will benefit by ensuring compliance with all life safety codes.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will leave the Cass Building out of compliance with life safety codes while leaving an old inefficient mechanical system in place.

Zip Code

48909

LEASE OF PRIVATE PROPERTY

7. DEPARTMENT OF STATE, KALAMAZOO - New Lease #11390 with Hinman Stadium, LLC, a Michigan Limited Liability Company, 750 Trade Center Way, Suite 100, Kalamazoo, MI 49002, as Lessor, and the State of Michigan by the

Department of Management and Budget for the Department of State, as Lessee, for 4,650 square feet of office space located at 3298 Stadium Drive, Kalamazoo, MI 49008. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning October 1, 2009, or upon substantial completion, is \$21.21 (\$8,218.88 per month). This rate does not include utilities, janitorial service, telecommunications, or alarm system monitoring. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The Lease in the current location expires June 30, 2009. The current Lessor is in final negotiations with a new tenant for the space and is unwilling to enter into an agreement with the State to extend occupancy.

Benefit

The new Lease provides the Department with space in a new building with an established Lessor at essentially the same cost as the current location. The rental rate is within the current market rate for comparable space in this market.

Funding Source

27% General Fund; 73% Restricted Funds

Commitment Level

Ten years; however, this Lease contains a Standard cancellation clause with 90-days notice. This project was competitively bid with a RFP posted May 20, 2008 and again on August 3, 2008 with expanded boundaries.

Risk Assessment

Non-approval of this Lease will hinder the Department from avoiding office closure due to eviction by the current Lessor who is entering into an agreement with another tenant for this space.

Zip Code

49008

8. DEPARTMENT OF STATE, MT. PLEASANT – Renewal Lease #6756 with Pleasant Plaza, Inc., A Michigan Corporation, 5580 Venture Way, Mt. Pleasant, Michigan 48858, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 2,450 square feet of office space located at 1245 North Mission Street, Mt. Pleasant, Michigan , 48858. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning August 1, 2009, or upon substantial completion, is \$15.00 (\$3,062.50 per month). This rate does not include public utilities, janitorial service, security or telecommunications. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$15.92 (\$3,250.33 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The space is utilized by the Department of State and continues to meet their operational needs. The previous lease did not contain any renewal options.

Benefit

The benefit of this renewal is that it allows the Department to remain at the current location and avoid relocation costs. The rental rate is within current market rates for comparable space.

Funding Source

27% General Fund, 73% Restricted Funds

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could possibly bring about increased costs if they are required to relocate.

Zip Code

48858

9. DEPARTMENT OF STATE, TROY - Renewal of Lease #10680 with Long Lake Plaza Associates, L.L.C., a Michigan Limited Liability Company, 462 Cape May Street, Englewood, New Jersey 07631, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 4,629 square feet of office space located at 1111 East Long Lake Road, Troy, Michigan 48085. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning June 1, 2009, or upon substantial completion, is \$15.00 (\$5,786.25 per month). Effective June 1, 2014 the annual per square foot rental rate for this space is \$16.50 (\$6,364.88 per month). This rate does not include utilities, janitorial service, or trash removal. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$18.00 (\$6,943.50 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This location has been utilized as a branch office since 1999 and it continues to meet their operational needs.

Benefit

Renewal of this Lease allows the Department to remain at their current location and avoid relocation costs. The rental rate is within the current market rate for comparable space.

Funding Source

27% General Fund; 73% Restricted Funds

Commitment Level

Ten years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could possibly bring about increased costs if they are forced to relocate.

Zip Code

48085

10. DEPARTMENT OF STATE, WYOMING - Renewal of Lease #10720 with First Wyoming Plaza, LLC, a Limited Liability Company, 99 Monroe Avenue, Suite 902, Grand Rapids, MI 49503, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 6,020 square feet of office space located at 1056 Rogers Plaza SW, Wyoming, MI 49509. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning March 1, 2010 is \$11.03 (\$5,533.38 per month). Effective March 1, 2015 the annual per square foot rental rate for this space is \$11.69 (\$5,864.48 per month). This rate does not include utilities or janitorial service. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$12.39 (\$6,215.65 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The space is utilized by the Department of State and continues to meet their operational needs. The previous lease did not contain any renewal options.

Benefit

The benefit of this renewal is that it allows the Department to remain at the current location and avoid relocation costs. The rental rate is within current market rates for comparable space.

Funding Source

27% General Fund, 73% Restricted Funds

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could possibly bring about increased costs if they are required to relocate.

Zip Code

49509

ADDENDUM TO LEASE OF PRIVATE PROPERTY

11. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, HOLLAND - Addendum #1 to Lease #10885 with Swaney Properties, L.L.C., a Limited Liability Company, 30 East Ninth Street, Holland, MI 49423 as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Military and Veterans Affairs, as Lessee, for 850 square feet of office space located at 24 East Ninth Street, Holland, MI 49423. This Addendum provides for the addition of a three-year renewal option. This Addendum is effective upon obtaining State Administrative Board approval and required signatures and continues to the termination date of the Lease, or any extension. The annual per square foot rental rate for this space beginning June 1, 2010 is \$16.87 (\$1,195.17 per month). Effective June 1, 2011, the annual per square foot rental rate for this space is \$17.55 (\$1,242.97 per month). Effective June 1, 2012, the annual per square foot rental rate for this space is \$18.25 (\$1,292.69 per month). This Lease contains an Either Party cancellation clause with 60 days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The space is utilized by the Department of Military and Veterans Affairs and continues to meet their operational needs. The Lease does not contain any renewal options.

Benefit

The benefit of this Addendum will be the addition of a three-year renewal option. The rental rate is within the current market rate for comparable space.

Funding Source

100% Federal Fund

Commitment Level

Three years; however, this Lease contains an Either Party cancellation clause with 60 days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could bring about increased costs if they are required to relocate.

Zip Code

49423

SUB LEASE OF PRIVATE PROPERTY

12. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, PRUDENVILLE - Renewal of Sub Lease #11322 with Region 7B Employment and Training Consortium, a Consortium P.A. 7, P.O. Box 408, 402 North First Street, Harrison, Michigan 48625, as Sub Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Energy, Labor and Economic Growth as Sub Lessee, for 115 square feet of office space located at 1015 Short Drive, Prudenville, Michigan 48651. The Sub Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning April 1, 2009, or upon

substantial completion, is \$12.69 (\$121.63 per month). This is a full service Sub Lease. This Sub Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Sub Lease as to legal form.

Purpose/Business Case

The Department of Energy, Labor and Economic Growth (Michigan Rehabilitation Services) utilizes this space. This is a co-location with the Michigan Works! Agency.

Benefit

This Sub Lease allows the Department to remain at the current location, avoid relocation costs, and continue co-location with the Michigan Works! Agency. The rental rate provides for an all inclusive Sub Lease.

Funding Source

100% Federal Funds

Commitment Level

Four years, eight months and sixteen days; however, this Sub Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

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

Zip Code

48651

SUB LEASE OF STATE LEASED PROPERTY

13. DEPARTMENT OF HUMAN SERVICES, HARTFORD - New Sub Lease #11203 effective October 1, 2008, through December 31, 2010, with Catholic Family Services (CFS), a Michigan Non-Profit Corporation, 1819 Gull Road, Kalamazoo, MI 49048, as Sub Lessee, and the State of Michigan by the Department of Management and Budget for the Department of Human Services (DHS) as Sub Lessor, for 200 square feet of office space located at 57150 County Road 681, Hartford, MI 49057. The annual per square foot rental rate for this space is \$14.99 (\$249.83 per month). This Sub Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this Sub Lease as to legal form.

Purpose/Business Case

This Sub Lease provides available office space and client service space for a non-governmental service provider partner to the Department of Human Services.

Benefit

This Sub Lease allows for an efficient co-location of services provided to shared customers of DHS and CFS.

Funding Source

Income to the State

Commitment Level

Twenty-seven months; however, this Sub Lease contains an either-party cancellation clause with 60-days notice. This Sub Lease renewal term matches the remaining term of parent Lease #7405 with Van Buren County as the Lessor and the Department of Human Services as the Lessee.

Risk Assessment

Non-approval of this Sub-Lease will hinder the Department from co-locating with one of its service partners while realizing lease savings.

Zip Code

49057

CONTRACT CHANGE ORDER

14. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #40 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Lessee. This CCO provides for renovation and final build-out of Michigan Gaming Control Board space, Phase III, resulting from relocation of office from East Lansing, MI - Phase III, as requested by the Department of Management and Budget at a cost not-to-exceed \$1,500,000 to complete the project. The space is located within Cadillac Place at 3044 West Grand Blvd., City of Detroit, County of Wayne, MI.

Purpose/Business Case

The purpose of this CCO is to construct Phase III of the office space plan for the Michigan Gaming Control Board (MGCB) - Michigan State Police within Cadillac Place. This necessary construction is to locate law enforcement activities, secured evidence storage, and armory with access to the ground level for emergency responses within the Cadillac Place annex first floor.

Benefit

This CCO allows the State to further implement its space consolidation plans for the Michigan Gaming Control Board in Detroit, and permits an annual lease savings of \$581,958.00 through a lease cancellation.

Source of Funds

P.A. 113 of 2008 authorized funding from state restricted revenues to build out the subject space in Cadillac Place and move the Michigan Gaming Control Board into suitable space.

Commitment Level

Present through January 4, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from finalizing the relocation of the Michigan Gaming Control Board from East Lansing to Detroit's Cadillac Place and from realizing the annual lease savings of \$581,958.00 through cancellation and programmatic efficiencies derived from space consolidation.

Zip Code
48202

CONVEYANCE OF SURPLUS STATE REAL PROPERTY

15. THE DEPARTMENT OF MANAGEMENT AND BUDGET (DMB) AND DEPARTMENT OF CORRECTIONS (DOC), recommend the conveyance of surplus state real property described below, located at 5801 Woodward Avenue, City of Detroit, Wayne County, Michigan (the "Property") to Wayne State University (WSU) for consideration of \$1.00.

Legislative Background

2008 Public Act 362 (the "Act") authorizes the State Administrative Board to convey the following property, located in the City of Detroit, Wayne County, Michigan, containing 0.73 acres, more or less, and more particularly described as follows:

That part of Lots 17 and 18, of Walker's Subdivision, of Park Lots 49, 50, 51 and 52, in the City of Detroit, Wayne County, Michigan, as recorded in Liber 1, Page 282, of Plats, Wayne County Records, described as: Beginning at the intersection of the Northerly line of Lot 18 and the Westerly line of Woodward Avenue (120 feet wide); thence Southerly along the Westerly line of Woodward Avenue, 120.00 feet to a point; thence Westerly parallel to the Southerly line of said Lot 18, 170.18 feet to a point; thence Northerly parallel to the Westerly line of Woodward Avenue, 20.00 feet, to a point of the Southerly line of said Lot 18; thence Westerly along the Southerly line of said Lot 18, 116.35 feet to a point; thence Northerly parallel to Westerly line of Woodward Avenue, 35 feet to a point; thence Easterly parallel to Southerly line of said Lot 18, 3.35 feet to a point; thence Northerly parallel to Westerly line of Woodward Avenue, 65 feet to a point on the Northerly line of said Lot 18; thence Easterly along the Northerly line of said Lot 18, 283.18 feet to the Point of Beginning.

Also, that part of Lot 19, of Walker's Subdivision of Park Lots 49, 50, 51 and 52, City of Detroit, Wayne County, Michigan, as recorded in Liber 1, Page 282, of Plats, Wayne County Records, described as: Beginning at a point on the Southerly line of said Lot 19, which is South 60 degrees 05 minutes 20 seconds West, a distance of 10.00 feet from the intersection of said Southerly line of Lot 19 with the Westerly right of way line of Woodward Avenue (120 feet wide); thence continuing South 60 degrees 05 minutes 20 seconds West, a distance of 275.18 feet; thence North 29 degrees 54 minutes 40 seconds West, a distance of 10 feet; thence North 62 degrees 10 minutes 12 seconds East, a distance of 275.36 feet to the Point of Beginning.

Section 1 of the Act requires that the Property be first offered to Wayne State University. 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 all surplus, salvage, and scrap property or equipment. The department of the Attorney General has approved the quit claim deed as to legal form.

The state will not retain oil, gas, or mineral rights to the Property; however, if the purchaser or any successor develops any oil, gas, or minerals, they shall pay the state half of the gross revenue generated from the development.

Purpose/Business Case

The Property has been declared surplus. The Property is not being utilized and the recommended conveyance will return the Property to productive use and satisfies the criteria set forth in the Public Act.

Benefit

The approval of this recommendation allows WSU to expand their current Facilities Operations and/or build a new structure. It would also relieve the State of continued ownership responsibilities, avoiding annual costs of approximately \$60,000.

Funding Source/Commitment Level

N/A

Risk Assessment

Failure to approve this sale would cause the state to continue to incur administrative costs and expenses related to securing and maintaining the facility.

Zip Code

48202

Ms. MacDowell presented the Building Committee Report for the regular meeting of June 9, 2009. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting of June 9, 2009, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

June 16, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **June 9, 2009**. Those present being:

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

Member: Christin McLellen, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Sergio Paneque, Department of Information Technology; Sherry Bond,
Elise Lancaster, Janet Rouse, Department of Management and Budget;
Rick Dolan, Department of Transportation

The Finance and Claims Committee regular and supplemental agendas were
presented.

Following discussion, Ms. Lopez moved that the regular and supplemental
agendas be recommended to the State Administrative Board for approval
with Items 4(9), 9(1), 41(1), and 41(2) of the regular agenda and Item
2s(1) of the supplemental agenda withdrawn; and Items 23(1), 23(2), and
24(3) contingent upon resolution of the protests prior to the State
Administrative Board meeting on June 16, 2009. The motion was supported
by Ms. McLellen and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

6/9/2009 1:00 version

FINANCE AND CLAIMS COMMITTEE

June 9, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

June 16, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1. DEPARTMENT OF ATTORNEY GENERAL

1) Duffs & Phelps, LLC Novi, MI	NOT TO EXCEED \$ 50,000.00 Total FY09-10 100% Restricted Funds Solid Waste Mgm't. Fund - Staff Acc't. Expert Witness for Litigation Case: Richfield Landfill, Inc. v State of Michigan
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2. DEPARTMENT OF CORRECTIONS

1) Majestic Foods, Inc. Grayslake, IL	NOT TO EXCEED \$ 143,457.60 Total FY09 100% Revolving Fund Correctional Industries Revolving Fund One-time purchase of orange juice concentrate for Michigan State Industries
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3. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

1) Michigan State AFL-CIO Human Resources Development, Inc. Lansing, MI	NOT TO EXCEED \$ 2,000,000.00 Total FY09-10 100% Federal Funds The contractor will provide statewide Dislocated Worker and Peer to Peer counseling services in all 25 Michigan Works Agency areas where gaps exist in the selection and scope of services available or where funding is insufficient to meet participant demand
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3. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH continued

2) Various Tax Tribunal Hearing Officer Contracts (Listing on file) NOT TO EXCEED \$ 74,700.00 Total **FY09-10** 100% Restricted Funds Tax Tribunal Fees, Securities Fees, and Corporate Fees Hearing Officer contracts to assist the Michigan Tax Tribunal in hearing small claims cases and appeals

4. DEPARTMENT OF HUMAN SERVICES

1) Various Adoption Service Providers (Listing on file) \$ 17,629,956.00 Total **FY09-10** 100% Federal Funds One-year, three-month contract for placement and adoption of children in foster care when a court has terminated the parental rights

2) Spectrum Child & Family Services Westland, MI NOT TO EXCEED \$ 90,967.00 Total **FY09-11** 100% Federal Funds Two-year, three-month contract for Group Based Parent Nurturing Program in Wayne County

3) Spectrum Child & Family Services Westland, MI NOT TO EXCEED \$ 326,729.00 Total **FY09-11** 100% Federal Funds Two-year, three-month contract for In-home Parent Nurturing Program in Wayne County

4) Spectrum Child & Family Services Westland, MI NOT TO EXCEED \$ 53,400.00 Total **FY09-11** 100% Federal Funds Two-year, two-month contract for Direct Support - Life Skills Training in Wayne County

4. DEPARTMENT OF HUMAN SERVICES continued

- 5) Wayne Metropolitan CAA
Wyandotte, MI NOT TO EXCEED
\$ 55,500.00 Total
FY09-11 100% Federal Funds
Two-year, two-month contract
for Direct Support - Money
Management Training in Wayne
County
- 6) Celeste Martinez
Bangor, MI NOT TO EXCEED
\$ 40,500.00 Total
FY10-12 100% Federal Funds
Three-year contract for on-site
Direct Support - Tax Credit
Assistance and Coordinator in
Van Buren County
- 7) Kent County DHS Board
Grand Rapids, MI NOT TO EXCEED
\$ 102,288.00 Total
FY10-12 100% Federal Funds
Three-year contract for legal
interventions and guardianship
services to vulnerable adults
in Kent County
- 8) Oakland Schools
Waterford, MI NOT TO EXCEED
\$ 173,826.00 Total
FY09-12 100% Federal Funds
Three-year contract for a
School Liaison Worker in
Oakland County
- 9) Various Vendors
(Listing on file) NOT TO EXCEED
\$ 257,250.00 Total
FY10-11 100% Federal Funds
One-year, nine-month contract
for health liaison/advocate
positions for refugee screening
- 10) GMF Enrichment Center
Portage, MI NOT TO EXCEED
\$ 43,368.00 Total
FY09-11 100% Federal Funds
Two-year, three-month, fifteen-
day contract for Parent Aid
services

Withdrawn

4. DEPARTMENT OF HUMAN SERVICES continued

- 11) Teaching Family Homes of
Upper Michigan
Marquette, MI
- NOT TO EXCEED
\$ 138,436.00 Total
FY09-11 100% Federal Funds
Two-year, three-month, fifteen-
day contract for Family Support
services in Ontonagon County
- 12) Walker Group
Caro, MI
- NOT TO EXCEED
\$ 27,825.00 Total
FY10-12 100% Federal Funds
Three-year contract for Strong
Families Safe Children
Coordination services

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

5. DEPARTMENT OF COMMUNITY HEALTH

- 1) Sandy Touzeau
Oscoda, MI
- \$ 24,900.00 Amendment
\$ 49,900.00 New Total
FY09 50% General Funds
50% Federal Funds
Additional funds for one-year
agreement to provide funding
for the testing and evaluation
of the Bridges and CHAMPS
systems

6. DEPARTMENT OF CORRECTIONS

- 1) Various Residential
Substance Abuse
Treatment Providers
(Listing on File)
- \$ 2,200,000.00 Amendment
\$ 41,715,687.00 New Total
FY09 100% General Fund
Additional funds to continue
residential substance abuse
treatment for prisoners,
parolees and probationers
- 2) Medical Staffing Network
Dallas, TX
- \$ 45,000.00 Amendment
\$ 295,000.00 New Total
FY09 100% General Fund
Additional funds to continue
nursing services

6. DEPARTMENT OF CORRECTIONS continued

- 3) Various Outpatient Substance Abuse Treatment Providers (Listing on File) \$ 205,000.00 Amendment \$ 1,979,000.00 New Total **FY09** 100% General Fund
Additional funds to continue outpatient substance abuse treatment for prisoners, parolees and probationers
- 4) Goodwill Industries of Greater Detroit Detroit, MI \$ 105,500.00 Amendment \$ 945,500.00 New Total **FY09** 100% General Fund
Additional funds to continue employment retention services for the Michigan Prisoner Re-Entry Initiative
- 5) National Health Resources Lansing, MI \$ 160,000.00 Amendment \$ 510,000.00 New Total **FY09** 100% General Fund
Additional funds to continue dental services

7. DEPARTMENT OF EDUCATION

- 1) Public Policy Associates Lansing, MI \$ 238,438.00 Amendment \$ 565,792.00 New Total **FY09-11** 100% Federal Funds
Title I School Improvement Funds
Additional funds for a two-year option to the contract for Evaluation and Assessment of Educational Services (SES) Providers
- 2) Supplemental Health Care Livonia, MI \$ 41,600.00 Amendment \$ 155,600.00 New Total **FY09-10** 100% Restricted Fund
MDE Local Cost Sharing Fund
Additional funds for a one-year option to the contract to provide Occupational Therapy Services at Michigan School for the Deaf

7. DEPARTMENT OF EDUCATION continued

- 3) Communication Access Center \$ 390,000.00 Amendment
Flint, MI \$ 1,660,340.00 New Total
FY10 100% Restricted Funds
Local Cost Sharing Fund
Additional funds to provide
Substitute Teachers at Michigan
School for the Deaf
- 4) Communication Access Center \$ 525,000.00 Amendment
Flint, MI \$ 2,186,405.49 New Total
FY10 100% Restricted Fund
Local Cost Sharing Fund
Additional funds to provide
Teacher Aides at Michigan
School for the Deaf

8. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- 1) William N. Listman \$ 45,000.00 Amendment
Mt. Clemens, MI \$ 125,000.00 New Total
FY09 100% Restricted Funds
Homeowner Construction Lien Recovery
Additional funds for the
contract for this Special
Assistant Attorney General
contract to adequately
represent and defend the
Homeowner Construction Lien
Recovery Fund
- 2) Laura McMahon Lynch \$ 35,000.00 Amendment
Grosse Pointe Farms, MI \$ 88,000.00 New Total
FY09 100% Restricted Funds
Homeowner Construction Lien Recovery
Additional funds for the
contract for this Special
Assistant Attorney General
contract to adequately
represent and defend the
Homeowner Construction Lien
Recovery Fund

9. DEPARTMENT OF HUMAN SERVICES

- 1) Michelle Clark \$ 14,982.80 Amendment
Crosswell, MI \$ 114,803.30 New Total
FY09 100% Federal Funds
Additional funds needed due to unanticipated increase of child abuse and neglect cases and out-of-home placements in Sanilac County

Withdrawn

SECTION III - AGENCY SUBMITTED - NEW GRANTS

10. DEPARTMENT OF AGRICULTURE

- 1) Food Bank Council of Michigan \$ 98,000.00 Total
Lansing, MI **FY09-10** 100% Restricted Funds
MI Food Bank Policy Match
To support the Michigan Food Policy Council goals and responsibilities

11. DEPARTMENT OF COMMUNITY HEALTH

- 1) Michigan College of Emergency Physicians \$ 60,000.00 Total
Lansing, MI **FY09** 100% Federal
Three-month grant agreement to provide funding for the coordination of a statewide trauma conference and medical control seminar
- 2) Kelly Wiersema \$ 50,000.00 Total
Allendale, MI **FY09** 50% Federal Funds
50% State Restricted Funds
Private Donations Fund
Two-year grant agreement to provide funding for primary care medical, dental or mental health professionals willing to work full-time in a Michigan Health Professional Shortage Area

12. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

- 1) Statewide Community Colleges and Universities
(Listing on file) \$ 15,757,131.00 Total
FY09-10 100% Federal Funds
(Perkins IV, Title I & II for Postsecondary Education)
The Grantees will receive annual federal formula allocated grant awards under the Carl D. Perkins Career and Technical Education Act of 2008, Titles I & II, for Postsecondary Education

- 2) Michigan Energy Efficiency Grants
(Listing on file) \$ 5,500,000.99 Total
FY09-11 100% Restricted Funds
Low-Income Energy and Efficiency Funds
Grantees will receive funding to design and coordinate a means to facilitate the successful installation and operation of small scale, on-site energy systems using renewable energy sources

- 3) Statewide Workforce Development
(Listing on file) \$139,573,849.00 Total
FY09-10 100% Federal Funds
Workforce Investment Act (WIA)
Grantees will receive annual federal WIA formula funding to provide employment and training, activities for Adult, Dislocated Workers and Youth programs as part of the One-Stop System

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

- 4) Michigan Campus Compact
Lansing, MI \$ 110,000.00 Total
FY09-10 100% Federal Funds
(1998 amendment to the Higher Education Act, Title IV, Part A, Sections 403 and 404, Gear up Act)
Grantee will be awarded funding to develop and implement a program designed to provide programmatic information, insight, and services regarding the resolution of educationally related issues through the use of campus Service Learning Offices in accordance with the federal Gear Up Act
- 5) The Arc Michigan
Lansing, MI \$ 60,000.00 Total
FY09-10 100% Federal Funds
(1998 amendment to the Higher Education Act, Title IV, Part A, Sections 403 and 404, Gear up Act)
The Grantee will develop and design a program to assess and address the unique needs impacting Gear Up students with disabilities leading to an improvement in their access and success with higher educational opportunities in the State of Michigan
- 6) Michigan Foundation for
Educational Leadership
Lansing, MI \$ 99,550.00 Total
FY09-10 100% Federal Funds
(1998 amendment to the Higher Education Act, Title IV, Part A, Sections 403 and 404, Gear up Act)
The Grantee will receive funding for a program designed to access current parental understanding of access and success information as it pertains to supporting their children's postsecondary aspirations and to provide leadership training for parents of Gear Up students

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

- 7) Statewide Workforce Development Boards (Listing on file) \$ 15,630,000.00 Total **FY09-10** 100% Federal Funds (Wagner Peyser)
The Grantees will receive annual federal formula funding to enable them to provide an array of employment-related labor exchange services
- 8) Statewide Workforce Development Boards (Listing on file) \$ 5,000,000.00 Total **FY09-10** 100% Federal Funds Workforce Investment Act Rapid Response Funds Annual federal WIA formula funding to be allocated to the Grantees to operate an incumbent worker program through the One-Stop program
- 9) William A. Crouchman for Macomb County Board of Commissioners Mt. Clemens, MI \$ 2,000,000.00 Total **FY09** 100% Federal Funds Workforce Investment Act Funds The Grantee will receive funding to provide retraining, job placement, and other services to dislocated workers affected by plant closures/mass layoffs in the area served by the Grantee
- 10) Statewide Workforce Development Boards (Listing on file) \$ 1,396,968.00 Total **FY09-10** 100% Federal Funds 98% Workforce Development Funds 2% Wagner-Peyser Funds The Grantees will receive funding for the Energy Conservation Apprenticeship Readiness Program (ECAR) - This is a pre-apprenticeship training program for women, minorities, and economically disadvantaged persons in the construction trades

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

- 11) Henrietta Sparkles for Michigan \$ 873,866.00 Total
Works! Career Alliance **FY09-10** 100% Federal Funds
Flint, MI Workforce Investment Act Funds
The Grantee will receive
funding to establish a Labor
/Management Joint
Apprenticeship Program focusing
on construction related trade
apprenticeships
- 12) Larry Emig for Michigan \$ 100,000.00 Total
Works! West Central **FY09** 100% Federal Funds
Big Rapids, MI Workforce Investment Act Funds
The Grantee will receive
funding to provide retraining,
job placement, and other
services to dislocated workers
affected by plant closures/mass
layoffs in the area served by
the Grantee
- 13) Public Sector Consultants, \$ 8,102,943.00 Total
Inc. **FY09-11** 95% Restricted Funds
Lansing, MI Low Income Energy Efficiency Funds
5% Federal Funds
U.S. Department of Energy, State
Energy Program Special Projects
This grant will create an
administrative structure and
trust fund for a Michigan Save
System that will provide loans
for installation of energy
efficiency measures and
renewable distributed
generation equipment

13. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Urban Options \$ 50,000.00 Total
Lansing, MI **FY09-10** 100% Restricted Funds
Cleanup and Redevelopment Trust Fund
Two-year grant for the Michigan
Community Pollution Prevention
Program

13. DEPARTMENT OF ENVIRONMENTAL QUALITY continued

- 2) The Climate Registry \$ 50,000 Total
Los Angeles, CA **FY09** 100% State Restricted
Refined Petroleum Fund
Nine-month grant for the
development of a climate
registry
- 3) City of Cadillac \$ 70,150.00 Total
Cadillac, MI **FY09-10** 100% Restricted Funds
Environmental Protection Bond Fund
Two-year Site Assessment Fund
Grant to conduct environmental
response and remediation
activities that protect the
public health, the environment,
and assist in redevelopment of
brownfields

14. DEPARTMENT OF NATURAL RESOURCES

- 1) Michigan State University \$ 4,000,000.00 Total
East Lansing, MI **FY10-16** 100% Restricted Funds
100% Game and Fish Fund
Grant award to conduct
fisheries research for the
continued protection and
enhancement of the natural
resources

15. DEPARTMENT OF STATE

- 1) Various Motorcycle Training \$ 144,000.00 Total
Grantees **FY09** 100% Federal Funds
(Listing on file) OHSP - SAFETY LU GRANT
Grant funds to provide training
to motorcycle riders required
by law to complete a motorcycle
safety course to be eligible to
receive a motorcycle
endorsement on their driver's
license

16. DEPARTMENT OF STATE POLICE

- 1) MTA Education Inc./dba/
Michigan Center for Truck
Safety
Lansing, MI \$ 1,437,869.00 Total
FY10 100% Restricted
Truck Safety Fund
Grant to provide truck safety
education
- 2) Marquette County Health
Department
Negaunee, MI \$ 115,000.00 Total
FY10 100% Federal Funds
To provide Child Passenger
Safety Training, Supplies,
Events, and Child Safety Seats,
as needed, in Upper Peninsula
Communities

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

17. DEPARTMENT OF COMMUNITY HEALTH

- 1) The Disability Network (TDN)
Flint, MI \$ 79,000.00 Amendment
\$ 159,000.00 New Total
FY09 100% Restricted Funds
Civil Monetary Penalty Funds
Additional funds for one-year
grant agreement to provide
funding to assist individuals
who are Medicaid eligible, with
transitioning services from a
nursing facility to another
living arrangement in a private
residence
- 2) Various MiChild Providers
(Listing on file) \$ 124,300.00 Amendment
\$ 42,939,300.00 New Total
FY09 69% Federal Funds
31% State GF
Additional funds for one-year
grant agreement to provide
funding for medical/specialty
health care and dental services
to children of low income
families

18. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

- 1) Statewide Workforce \$ 200,000.00 Amendment
Development Boards \$107,373,584.00 New Total
(Listing on file) **FY09** 100% General Funds
The Grantee will receive
additional formula allocated
funding to operate the Jobs,
Education, and Training (JET)
Program for individuals
receiving public assistance
- 2) Statewide Workforce \$ 82,000.00 Amendment
Development Boards \$107,455,584.00 New Total
(Listing on file) **FY09** 100% Federal Funds
Temporary Assistance for Needy
Families (JET Funds)
The Grantee will receive
additional federal funds that
enable them to continue
providing employment-related
services to JET program
participants

19. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Houghton-Keweenaw \$ 400,000.00 Amendment
Conservation District \$ 1,208,713.65 New Total
Houghton, MI **FY09-12** 100% Federal Funds
Four-year grant to help
stabilize stamp sand sites in
the Upper Peninsula and to
implement the goals of the Non-
point source grant through
local unites of government and
non-profit entities

SECTION V - DMB SUBMITTED - NEW CONTRACTS

20. DEPARTMENT OF AGRICULTURE

- 1) BioMerieux, Inc. \$ 56,200.00 (One-Time)
St. Louis, MO **FY09** 100% Federal Funds
071I9200190 Rapid
Microorganism Identification
System

21. DEPARTMENT OF COMMUNITY HEALTH

- 1) Diamedix Corporation \$ 81,461.70 (3 years)
Miami, FL **FY09-12** 100% Federal Funds
071B9200217 Diagnostic Testing
Kits and Equipment
- 2) Hopewell Designs, Inc. \$ 60,900.00 (One-Time)
Alpharetta, GA **FY09** 100% Restricted Funds
Radiation Health Fees
071I9200175 Calibration
Irradiator

22. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) Docufide, Inc. NOT TO EXCEED
Los Angeles, CA \$ 5,486,239.00 (3 years)
FY09-12 20% Federal Funds
80% General Funds
084R9200131 Electronic
Transcript Service for the
Department of Management and
Budget, Office of the State
Budget
- 2) Ikon Office Solutions, Inc \$ 60,000,000.00 (5 years)
Novi, MI **SPLIT AWARD**
FY09-14 100% Various Funds
071I8200301 Output Management
Services-MiPrint
- Xerox Corporation \$ 60,000,000.00 (5 years)
Norwalk, CT **SPLIT AWARD**
FY09-14 100% Various Funds
071I8200301 Output Management
Services-MiPrint
- 3) Info Tech, Inc. NOT TO EXCEED
Gainesville, FL \$ 55,100.00 (One-Time)
FY09 100% Federal Funds
071I9200192 Field Manager
Construction Project Management
Software-for Department of
Transportation

22. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- | | | |
|----|--|--|
| 4) | Michigan State University
East Lansing, MI | \$ 707,009.00 (5 years)
FY09-14 100% Federal Funds
071I9200166 Michigan
Rehabilitation Services #-Lean
Hosting, Technical and
Operation Services for the
Department of Energy, Labor,
and Economic Growth |
| 5) | Outbound Technologies, Inc.
Novi, MI | \$ 94,869.80 (One-Time)
FY09 100% General Funds
071I9200173 Power Conversion
Kits for the MPSCS |
| 6) | Windsor Solutions, Inc
Lake Oswego, OR | \$ 821,309.80 (3 years)
FY09-12 100% Federal Funds
071I9200114 Wellogic System
Rewrite-for the Department of
Environmental Quality |
| | Various RE:START Vendors | Short-term Staff Augmentation
for information technology for
various departments |
| 7) | Amberian Corporation
(Robert Seward)
Granger, IN | NOT TO EXCEED
\$ 176,800.00 (1 year)
FY09 100% Federal Funds
071I9200170 To obtain
quotations for one Senior
Programmer Analyst to assist
the Department of Energy,
Labor, and Economic Growth,
Bureau of Workforce
Transformation, with continued
development of new features and
proposed functionality for the
One Stop Management Information
System and the Michigan Talent
Bank |

22. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 8) Bristol Technical Services NOT TO EXCEED
(List of resources on file) \$ 846,800.00 (1 year)
Gross Pointe Park, MI **FY09** 100% Revolving Funds
See Bid Tab
071I9200180 For two part-time
Senior Project Managers, a
Project Manager, and five
Programmer Analysts to assist
the Center for Shared Solutions
/Technology Partnership with
State OrthoImagery
Reprojection, Dataset
Correction, Resolution
Degradation and Dataset
Compression, Redistricting:
Geographic Data Editing and
State of Michigan-Local
Governments Technology
Partnership Applications
Development and Editing

23. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) FirstLab \$ 881,325.00 (3 years)
North Wales, PA **FY09-12** 100% Various
See Bid Tab
071I9200119 Third Party
Administration Services for
Statewide Employee Drug and
Alcohol Testing Services
- 2) Rapid Shred, LLC \$ 449,750.00 (5 years)
Grandville, MI **FY09-14** 100% Restricted Funds
See Bid Tab
071I9200124 Confidential
Document, Media, & Uniform
Destruction - Statewide

24. DEPARTMENT OF NATURAL RESOURCES

- 1) Birchler Arroyo Associates, \$ 42,700.00 (2yrs 6mos)
Incorporated **FY09-11** 50% Federal
Lathrup Village, MI 50% Restricted Fund
Park Improvement Fund
751R9200851 Management
Planning Services for the Parks
and Recreations Division
- 2) Nordine Trucking & \$ 41,360.00 (one-time)
Construction **FY09** 100% Restricted Funds
Bergland, MI Waterways Infrastructure Improvement
751R9201444 Gravel, Sand, Rip
Rap for New Boating Accesses
- 3) Robinson Wholesale, Inc. \$ 1,111,500.00 (3 years)
Genoa City, WI **FY09-12** 100% Restricted Funds
Sportfish Restoration Money
071I9200112 Fathead Minnows
for Musky Forage

25. DEPARTMENT OF TRANSPORTATION

- 1) St. Joseph Industries \$ 120,448.20 (3 years)
Battle Creek, MI **FY09-12** 100% Restricted Funds
State Trunkline Funds
071B9200220 Survey Marking
Paint - Aerosol Spray

26. DEPARTMENT OF TREASURY

- 1) Thomson Reuters, Inc. \$ 73,656.00 (3 years)
Valhalla, NY **FY09-12** 97% Restricted Funds
Delinquent Tax Collection Revenue
3% General Funds
071I9200131 Electronic Tax
Research Subscription Services

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

27. DEPARTMENT OF AGRICULTURE

1) White Water Associates, Inc. \$ 123,000.00 Amendment
Amasa, MI \$ 188,430.00 New Total
FY09-10 97.8% Federal 2.2% GF
071B7200276 Additional funding
for a one-year option to the
contract for Gypsy Moth and
Emerald Ash Borer Trapping

28. DEPARTMENT OF COMMUNITY HEALTH

1) Detroit Bio-Medical \$ 100,000.00 Amendment
Laboratories, Inc. \$ 741,175.00 New Total
Farmington Hills, MI **FY09-10** 100% General Funds
071B5200120 Additional funding
for Clinical Laboratory
Services at Walter Reuther
Psychiatric Hospital

2) Evenflo Company, Inc. \$ 97,734.00 Amendment
Vandalia, OH \$ 172,058.00 Total
FY09-10 100% Federal Funds
071B8200059 Additional funding
for a one-year option to the
contract for Breast Pumps and
Parts for women enrolled in the
WIC Program

3) Health Management Systems \$ 2,042,306.00 Amendment
of America \$ 9,033,612.00 New Total
Eastpointe, MI **FY09-10** 100% Restricted Funds
Health Professions Regulatory Fund
071B6200354 Additional funding
for a one-year option to the
contract for the Health
Professional Recovery Program

28. DEPARTMENT OF COMMUNITY HEALTH continued

4) Medela, Inc. \$ 200,000.00 Amendment
McHenry, IL \$ 768,757.50 New Total
FY09-10 100% Federal Funds
071B6200019 Additional funds
for a one-year option to the
contract for Breast Pumps for
women enrolled in the WIC
Program

29. DEPARTMENT OF CORRECTIONS

1) Various Food Vendors \$ 23,570,450.00 Amendment
(Listing on File) \$108,964,771.76 New Total
FY09-10 100% Various Funds
See Bid Tab
Additional funding for a one-
year option to the Food Program
contracts

30. DEPARTMENT OF EDUCATION

1) Trettco, Inc. -- HDS Services \$ 370,000.00 Amendment
Farmington, MI \$ 1,411,830.00 New Total
FY09-10 70% Federal Funds
30% Restricted Funds
Local Tuition Funds
071B6200369 Additional funds
for a one-year option to the
contract for Food Service at
the Michigan School for the
Deaf and Blind

31. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH

1) Credit Technologies, Inc. \$ 80,000.00 Amendment
Novi, MI \$ 266,724.00 New Total
FY09-10 100% Restricted Funds
License & Regulation Funds
071B6200274 Additional funding
for a one-year option to the
contract for On-Line Credit
Reporting Services

33. DEPARTMENT OF INFORMATION TECHNOLOGY continued

3) EnfoTech & Consulting, Inc \$ 116,560.00 Amendment
Lawrenceville, NJ \$ 1,155,340.00 New Total
FY09-10 100% Federal Funds
071B8200295 Additional funding
for the Purchase of an "eNode
2.0" for the Department of
Environmental Quality

Various RE:START Vendors

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

4) Amberian Corporation NOT TO EXCEED
(Chris Kirgios) \$ 176,800.00 Amendment
Granger, IN \$ 530,400.00 New Total
FY09-10 100% Federal Funds
071B7200244 Additional funding
for a one-year option to the
contract for a Senior
Application Software Engineer
to assist the Department of
Energy, Labor, and Economic
Growth, Bureau of Workforce
Transformation with continued
development of new features and
proposed functionality for the
Michigan Talent Bank and One
Stop MIS Systems

5) Analysts International NOT TO EXCEED
(Del Felker) \$ 164,320.00 Amendment
Lansing, MI \$ 492,860.00 New Total
FY09-10 100% Federal Funds
071B7200243 Additional funding
for a one-year option to the
contract for a Senior
Programmer Analyst to assist
the Department of Labor,
Energy, and Economic Growth in
providing development and
maintenance serves for web
applications and support the
Unemployment Insurance Agency

33. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 6) Business Solutions 21 NOT TO EXCEED
(Stanley Samuel) \$ 210,080.00 Amendment
East Lansing, MI \$ 420,160.00 New Total
FY09-10 100% Restricted Funds
Refined Petroleum Fund
071B8200182 Additional funding
for a one-year option to the
contract for a Senior Project
Manager to assist the
Department of Environmental
Quality with projects involving
the development of major
database management systems
- 7) Gnosis Technologies NOT TO EXCEED
(James Alger) \$ 187,200.00 Amendment
Ada, MI \$ 374,400.00 New Total
FY09-10 100% Restricted Funds
Solid Waste Mgt Fund-Staff ACCT
071B8200198 Additional funding
for a one-year option to the
contract for a Project Manager
for three projects involving
the development of major
database management systems
within the Department of
Environmental Quality
- 8) NetXert NOT TO EXCEED
(Sanjay Arora) \$ 73,040.00 Amendment
Ann Arbor, MI \$ 99,600.00 New Total
FY09 100% Restricted Funds
State Trunkline Funds
071B9200185 Additional funding
for a five-month, twenty-four-
day option to the contract for
an Application Software
Engineer to assist the
Department of Transportation
with implementation of the
Serena suite of configuration
management products

33. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 9) Ramssoft
(Peri Uday Bhaskar)
Southfield, MI
- NOT TO EXCEED
\$ 187,200.00 Amendment
\$ 374,400.00 New Total
FY09 100% Restricted Funds-
Delinquent Tax Collection Revenue
071B8200162 Additional funding
for a one-year option to the
contract for a Technology
Consultant to assist with the
FileNet Operations Support for
the Department of Treasury's
FileNet System
- 10) Uday Corporation
(Brian Goluska)
Lansing, MI
- NOT TO EXCEED
\$ 164,320.00 Amendment
\$ 492,960.00 New Total
FY09 100% Restricted Funds
State Trunkline Funds
071B7200217 Additional funding
for a one-year option to the
contract for a FieldManager/
FieldNet suite of software
which manages the State of
Michigan's 1.5 billion annual
road, bridge , and airport
construction program
- 11) Unified Business
(Joseph Hershey)
Troy, MI
- NOT TO EXCEED
\$ 86,328.00 Amendment
\$ 343,728.00 New Total
FY09 100% Restricted Funds
State Lottery Fund
071B7200339 Additional funding
for a five-month option to the
contract for a Technology
Consultant for the design,
development, testing and
implementation of a new
technology platform for the
Bureau of State Lottery's back
office production, quality
assurance/test, and development
environments

34. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) A&B Cleaning & Environmental Services
Battle Creek, MI \$ 100,000.00 Amendment
\$ 1,784,733.47 New Total
FY10 100% Federal Funds
071B1001223 Additional funds
for a one-year extension of the
contract for janitorial
services
- 2) Express Scripts
Bloomington, MN \$ 70,000,000.00 Amendment
\$1,687,855,656.70 New Total
FY10 100% Restricted Funds
State Sponsored Group Insurance Fund
071B3001328 Additional Funding
for a three-month extension of
the contract for Pharmacy
Benefits Management Services
for State Active Employees,
Retirees, and Dependents
- 3) Watson Wyatt Worldwide
Southfield, MI \$ 400,000.00 Amendment
\$ 1,564,000.00 New Total
FY09-10 100% Restricted Funds
State Sponsored Group Insurance Fund
071B6200351 Additional funding
for a one-year option to the
contract for Employee Benefits
Audit Services

35. DEPARTMENT OF STATE POLICE

- 1) Glengariff Group, Inc.
Chicago, IL \$ 48,600.00 Amendment
\$ 471,100.00 New Total
FY09 100% Federal Funds
071B5200036 Additional funding
for Program Evaluation via
Telephone Surveying
- 2) Orchid Cellmark
Farmers Branch, TX \$ 500,000.00 Amendment
\$ 944,487.00 New Total
FY09-10 100% Federal Funds
071B8200279 Additional funding
for a one-year, fifteen-day
option to the contract for
Laboratory Analysis DNA
Profiles

36. DEPARTMENT OF TRANSPORTATION

- 1) Advanced Underground Inspection, LLC
Westland, MI
- \$ 53,900.00 Amendment
\$ 269,612.00 New Total
FY10 100% Restricted Funds
State Trunk Line
071B5200347 Additional funding
for a one-year option to the
contract for Catch Basin
Cleaning
- 2) Progressive Sweeping Contractors, Inc.
Redford, MI
- \$ 170,000.00 Amendment
\$ 473,157.50 New Total
FY09-10 100% Restricted Funds
State Trunk Line
071B5200346 Additional funding
for a one-year option to the
contract for Curb/Street
Sweeping

37. DEPARTMENT OF TREASURY

- 1) Adair Printing Company
Dexter, MI
- \$ 24,000.00 Amendment
\$ 278,000.00 New Total
FY10 100% Restricted Funds
Delinquent Tax Collection Revenue
071B7200226 Additional funds
for a one-year option to the
contract for Printing of Income
Tax Books
- 2) Manistique Papers, Inc.
Manistique, MI
- \$ 111,000.00 Amendment
\$ 576,196.00 New Total
FY10 100% Restricted Funds
Delinquent Tax Collection Funds
071B7200293 Additional funds
for a one-year option on the
contract for Paper for Income
Tax Documents

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

38. DEPARTMENT OF CORRECTIONS

Employee Claims

- 1) David Wiik \$205.75

The claimant (09-SAB-064) requests \$205.75 reimbursement for his eyeglasses broken while breaking up a fight between inmates. The Department recommends approval of this claim.

Inmate Claims

- 2) Brian Ackerman #430125 \$ 61.85

The claimant (07-SAB/DOC-085) requests \$61.85 reimbursement for his tape player and radio lost while under control of the Department. The Department recommends approval of \$20.95 for this claim.

- 3) Collie Anderson #277092 \$164.90

The claimant (07-SAB/DOC-082) requests \$164.90 reimbursement for his TV, beard trimmers, shoes and store bag lost during transfer. The Department recommends approval of \$49.26 for this claim. The Department of Attorney General approves \$90.41 for this claim.

- 4) Robert Askew #161877 \$ 80.00

The claimant (07-SAB/DOC-005) requests \$80.00 reimbursement for 8 tapes lost during transfer. The Department recommends approval of \$4.00 for this claim.

- 5) Robert Benton #147284 \$ 24.00

The claimant (07-SAB/DOC-146) requests \$24.00 reimbursement for damage to his radio while under control of the Department. The Department recommends approval of \$2.00 for this claim.

38. DEPARTMENT OF CORRECTIONS continued

- 6) LC Braddock #209870 Unspecified

The claimant (07-SAB/DOC-143) requests an unspecified amount of reimbursement for his TV damaged by staff. The Department recommends approval of \$8.00 for this claim.

- 7) LC Brown #142190 \$ 45.00

The claimant (07-SAB/DOC-216) requests \$45.00 reimbursement for his tape player broken while under control of the Department. The Department recommends approval of \$3.00 for this claim.

- 8) Rodney Butler #255463 \$ 45.00

The claimant (07-SAB/DOC-287) requests \$45.00 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$31.96 for this claim.

- 9) Kenneth Butterfield #252755 \$ 5.41

The claimant (07-SAB/DOC-242) requests \$5.41 reimbursement for his lock damaged by staff. The Department recommends approval of \$.70 for this claim. The Department of Attorney General approves \$5.41 for this claim.

- 10) Weltha Cobb #162364 \$ 26.89

The claimant (07-SAB/DOC-217) requests \$26.89 reimbursement for his headphones lost during transfer. The Department recommends approval of \$2.70 for this claim. The Department of Attorney General approves \$16.76 for this claim.

- 11) Jajuan Collier #417513 \$ 24.75

The claimant (07-SAB/DOC-273) requests \$24.75 reimbursement for his beard trimmers he loaned to another inmate and then were confiscated by staff. The Department recommends approval of \$3.95 for this claim.

38. DEPARTMENT OF CORRECTIONS continued

12) Orville Davis #146224 \$ 46.10

The claimant (07-SAB/DOC-060) requests \$46.10 reimbursement for his footlocker damaged during transfer. The Department recommends approval of \$4.61 for this claim.

13) Chester Dupuis #178086 \$ 23.99

The claimant (07-SAB/DOC-002) requests \$23.99 reimbursement for his radio damaged during transfer. The Department recommends approval of \$2.40 for this claim.

14) Bennie Ellis #204663 \$ 19.99

the claimant (07-SAB/DOC-298) requests \$19.99 reimbursement for his watch lost while under control of the Department. The Department recommends approval of \$4.00 for this claim.

15) Armando Feijoo #214829 \$ 30.70

The claimant (07-SAB/DOC-155) requests \$30.70 reimbursement for his tobacco, adapter, 4 boxes of toothpaste, and 2 t-shirts lost while under control of the Department. The Department recommends approval of \$18.50 for this claim. The Department of Attorney General approves \$26.70 for this claim.

16) Timothy Finley #266147 \$ 34.42

The claimant (07-SAB/DOC-058) requests \$34.42 reimbursement for his toiletries, ear buds, and soap dish missing while under control of the Department. The Department recommends approval of \$.20 for this claim. The Department of Attorney General approves \$17.00 for this claim.

17) Jesus Flores #474421 \$ 88.75

The claimant (07-SAB/DOC-219) requests \$88.75 reimbursement for his TV that was lost while under control of the Department. The Department recommends approval of \$55.81 for this claim.

38. DEPARTMENT OF CORRECTIONS continued

18) Irvin Foster #221566 \$493.40

The claimant (07-SAB/DOC-221) requests \$493.40 reimbursement for his store goods, footlocker, and padlock lost while under control of the Department. The Department recommends approval of \$44.96 for this claim. The Department of Attorney General approves \$89.97 for this claim.

19) Tony Frankina, Jr. #368746 \$ 25.00

The claimant (06-SAB/DOC-425) requests \$25.00 reimbursement for his walkman and adapter lost during transfer. The Department recommends approval of \$16.95 for this claim.

20) Laura Garland #324606 \$ 80.00

The claimant (07-SAB/DOC-261) requests \$80.00 reimbursement for TV damaged while under control of the Department. The Department recommends approval of \$8.00 for this claim.

21) James Gessner #226256 \$300.00

The claimant (07-SAB/DOC-286) requests \$300.00 reimbursement for his leather craft order sent he never received. The Department recommends approval of \$123.88 for this claim.

22) Richard Goldberg #238765 \$ 38.00

The claimant (07-SAB/DOC-124) requests \$38.00 reimbursement for his walkman lost while under control of the Department. The Department recommends approval of \$3.00 for this claim.

23) Daniel Gonzales #288794 Unspecified

The claimant (07-SAB/DOC-212) requests an unspecified amount of reimbursement for his mono jack, tape box, and 22 tapes lost while under control of the Department. The Department recommends approval of \$11.00 for this claim.

38. DEPARTMENT OF CORRECTIONS continued

24) Robert Griffin #226882 \$ 95.50

The claimant (07-SAB/DOC-105) requests \$95.50 reimbursement for 5 tapes and 1 pair of boots lost while under the sole control of the department. The Department recommends approval of \$49.32 for this claim.

25) Sarah Guy #261862 \$ 91.50

The claimant (07-SAB/DOC-238) requests \$91.50 reimbursement for her TV damaged by staff. The Department recommends approval of \$9.75 for this claim.

26) Stacey Hackney #192112 \$120.00

The claimant (07-SAB/DOC-269) requests \$120.00 reimbursement for his TV damaged during transfer. The Department recommends approval of \$8.00 for this claim.

27) Antoine Harris #374671 \$ 90.00

The claimant (07-SAB/DOC-012) requests \$90.00 reimbursement for his TV damaged during transfer. The Department recommends approval of \$21.80 for this claim.

28) Harold Hayes #432477 \$527.20

The claimant (06-SAB/DOC-399) requests \$527.20 reimbursement for 34 tapes, radio/tape player, headphones, and store goods missing when he returned from segregation. The Department recommends approval of \$22.00 for this claim.

29) Lamont Heard #252329 \$137.75

The claimant (07-SAB/DOC-054) requests \$137.75 reimbursement for his typewriter lost while under control of the Department. The Department recommends approval of \$12.00 for this claim.

38. DEPARTMENT OF CORRECTIONS continued

30) Billy Hoover #222491 \$ 49.86

The claimant (07-SAB/DOC-282) requests \$49.86 reimbursement for his tobacco, 9 boxes of cigars, soap dish, matches, belt, skull cap, toiletries, batteries, tumbler, and a bowl lost while under control of the Department. The Department recommends approval of \$1.60 for this claim.

31) Daniel Hughes #292786 \$389.00

The claimant (07-SAB/DOC-214) requests \$389.00 reimbursement for his TV and typewriter damaged during transfer. The Department recommends approval of \$20.00 for this claim.

32) Reuben Jackson #181218 \$137.60

The claimant (07-SAB/DOC-223) requests \$137.60 reimbursement for his hobby craft items, gym shoes, jogging suit, and store goods lost while under control of the Department. The Department recommends approval of \$57.60 for this claim. The Department of Attorney General approves \$137.60 for this claim.

33) William Jacobs #223481 \$ 39.95

The claimant (06-SAB/DOC-424) requests \$39.95 reimbursement for his gym shoes lost while under control of the Department. The Department recommends approval of \$3.40 for this claim. The Department of Attorney General approves \$39.95 for this claim.

34) Alvin Jenkins #172173 \$ 33.65

The claimant (07-SAB/DOC-274) requests \$33.65 reimbursement for his headphones lost while under control of the Department. The Department recommends approval of \$6.00 for this claim. The Department of Attorney General approves \$27.00 for this claim.

38. DEPARTMENT OF CORRECTIONS continued

35) Charles Jones #376004 \$ 80.80

The claimant (07-SAB/DOC-064) requests \$80.80 reimbursement for his tape player, headphones, tape box, and 8 tapes lost while under control of the Department. The Department recommends approval of \$31.65 for this claim.

36) Daniel Jones #353170 \$ 12.75

The claimant (07-SAB/DOC-220) requests \$12.75 reimbursement for his AC adapter throw away by staff. The Department recommends approval of \$.70 for this claim. The Department of Attorney General approves \$7.00 for this claim.

37) Michael Jones #166505 \$119.77

The claimant (06-SAB/DOC-397) requests \$119.77 reimbursement for numerous items lost while under control of the Department. The Department recommends approval of \$11.98 for this claim. The Department of Attorney General approves \$47.82 for this claim.

38) Anthony Kinard #157033 \$ 95.00

The claimant (07-SAB/DOC-133) requests \$95.00 reimbursement for his TV damaged during transfer. The Department recommends approval of \$9.50 for this claim.

39) Kevin King #171671 \$161.26

The claimant (07-SAB/DOC-024) requests \$161.26 reimbursement for his typewriter damaged while under control of the Department. The Department recommends approval of \$123.00 for this claim.

40) Patrick Kinney #253729 \$ 59.42

The claimant (07-SAB/DOC-264) requests \$59.42 reimbursement for 6 typewriter ribbons damaged during transfer. The Department recommends approval of \$17.91 for this claim.

38. DEPARTMENT OF CORRECTIONS continued

41) Kevin Kleckley #230370 \$ 44.75

The claimant (07-SAB/DOC-276) requests \$44.75 reimbursement for his radio lost while under control of the Department. The Department recommends approval of \$20.00 for this claim.

42) Paul Latham #275092 \$ 34.85

The claimant (07-SAB/DOC-083) requests \$34.85 reimbursement for his food and toiletries disposed of by staff. The Department recommends approval \$1.75 for of this claim. The Department of Attorney General approves \$34.85 for this claim.

43) Joann Roberts-Leader #273667 \$ 69.85

The claimant (07-SAB/DOC-284) requests \$69.85 reimbursement for 2 pair of shoes lost while under control of the Department. The Department recommends approval of \$6.07 for this claim.

44) Melvin Lewis #163876 Unspecified

The claimant (07-SAB/DOC-280) requests an unspecified amount for reimbursement for his footlocker damaged while under control of the Department. The Department recommends approval of \$3.75 for this claim.

45) David Locklear #493610 \$ 45.30

The claimant (07-SAB/DOC-086) requests \$45.30 reimbursement for his headphones, 2 magazines, food, tobacco and coffee lost while under control of the Department. The Department recommends approval of\$ 2.70 for this claim.

46) Antonio Marshall #241777 \$ 35.35

The claimant (07-SAB/DOC-266) requests \$35.35 reimbursement for his footlocker damaged during transfer. The Department recommends approval of \$8.70 for this claim.

38. DEPARTMENT OF CORRECTIONS continued

47) Jerome Martin #180655 \$150.00

The claimant (09-SAB/DOC-006) requests \$150.00 reimbursement for his keyboard lost during transfer. The Department recommends approval of \$79.99 for this claim.

48) Ladon Moore #178814 Unspecified

The claimant (07-SAB/DOC-213) requests an unspecified amount for reimbursement for his footlocker damaged by staff. The Department recommends approval of \$4.27 for this claim.

49) Donald Parker #166368 \$ 92.00

The claimant (07-SAB/DOC-227) requests \$92.00 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$31.80 for this claim.

50) Jason Peterson #286036 \$ 79.00

The claimant (07-SAB/DOC-211) requests \$79.00 reimbursement for his footlocker damaged by staff. The Department recommends approval of \$4.89 for this claim.

51) John Phipps #623972 \$ 90.00

The claimant (07-SAB/DOC-147) requests \$90.00 reimbursement for his gym shoes inadvertently disposed of by staff. The Department recommends approval of \$3.10 for this claim. The Department of Attorney General approves \$30.00 for this claim.

52) Yusef Qualls #252358 \$135.88

The claimant (07-SAB/DOC-229) requests \$135.88 reimbursement for his art board, boots, and 2 pair of shoes inappropriately destroyed by staff. The Department recommends approval of \$93.48 for this claim. The Department of Attorney General approves \$116.14 for this claim.

38. DEPARTMENT OF CORRECTIONS continued

53) Roger Quayle #175508 \$ 61.60

The claimant (07-SAB/DOC-149) requests \$61.60 reimbursement for his boots and watch lost while under control of the Department. The Department recommends approval of \$37.90 for this claim. The Department of Attorney General approves \$59.85 for this claim.

54) Emmitt Robinson #164201 \$ 60.00

The claimant (07-SAB/DOC-231) requests \$60.00 reimbursement for his coat damaged in the laundry. The Department recommends approval of \$9.00 for this claim. The Department of Attorney General approves \$60.00 for this claim.

55) Johnathan Robinson #301903 \$ 10.00

The claimant (07-SAB/DOC-263) requests \$10.00 reimbursement for 2 tumblers, brush, ear buds, and a rosary missing from his property while under control of the Department. The Department recommends approval of \$.33 for this claim. The Department of Attorney General recommends approval of \$5.00 for this claim.

56) Roy Seger #406860 \$ 43.00

The claimant (07-SAB/DOC-154) requests \$43.00 reimbursement for his radio lost while under control of the Department. The Department recommends approval of \$4.30 for this claim.

57) Jenard Sharp #234311 \$303.99

The claimant (07-SAB/DOC-232) requests \$303.99 reimbursement for his prescription eyeglasses ordered but rejected by the facility. The Department recommends approval of \$10.00 for this claim as he has already been credited \$279.00 for the glasses.

58) Edward Smith #247803 \$300.00

The claimant (07-SAB/DOC-239) requests \$300.00 reimbursement for his TV damaged during transfer. The Department recommends approval of \$10.00 for this claim.

38. DEPARTMENT OF CORRECTIONS continued

59) Harold Staffney #122425 \$999.99

The claimant (07-SAB/DOC-150) requests \$999.99 reimbursement for numerous items destroyed by staff. The Department recommends approval of \$18.13 for this claim.

60) Anthony Tame #305522 \$ 79.00

The claimant (07-SAB/DOC-037) requests \$79.00 reimbursement for his footlocker damaged due to theft. The Department recommends approval of \$11.15 for this claim.

61) Kenneth Williams #141234 \$ 88.93

The claimant (07-SAB/DOC-236) requests \$88.93 reimbursement for his TV damaged during transfer. The Department recommends approval of \$9.55 for this claim.

62) Ronesha Williams #253242 \$ 35.18

The claimant (07-SAB/DOC-237) requests \$35.18 reimbursement for her radio, book, 3 tapes, underwear, 2 t-shirts, and pictures lost while under control of the Department. The Department recommends approval of \$1.90 for this claim. The Department of Attorney General approves \$26.65 for this claim.

63) Ronesha Williams #253242 \$ 12.40

The claimant (07-SAB/DOC-299) requests \$12.40 reimbursement for her curtain and curtain rod lost while under control of the Department. The Department recommends approval of \$1.24 for this claim.

64) Eugene Wynn #152791 Unspecified

The claimant (07-SAB/DOC-158) requests an unspecified amount for reimbursement for his sweatsuit faded by bleach in the unit laundry. The Department recommends approval of \$3.00 for this claim.

39. DEPARTMENT OF EDUCATION

- 1) Peter Virtue \$122.45

The claimant (09-SAB-058) requests \$122.45 reimbursement for his eyeglasses damaged while performing his job duties. The Department recommends approval of this claim.

40. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) Larry Ruble \$650.00

The claimant (09-SAB-070) requests \$650.00 reimbursement for damage to his vehicle when he hit a patch of ice while driving for work. The Department recommends approval of this claim.

41. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Tony Elsberry \$ 95.40

The claimant (09-SAB-075) requests \$95.40 reimbursement for a hubcap stolen off his car while he was parked in the parking lot at his ~~work~~ department recommends denial of this claim. **Withdrawn**

- 2) Bettie Johnson \$ 65.00

The claimant (09-SAB-050) requests \$65.00 reimbursement for her watch ~~which~~ fell over an uneven sidewalk on State of Michigan ~~department~~ department recommends denial of this claim. **Withdrawn**

42. DEPARTMENT OF NATURAL RESOURCES

- 1) Karen Amachree \$999.99 (**Amended**)

The claimant (08-SAB-169) requests \$999.99 reimbursement for medical bills accrued after stepping into a hole at a State park. The Department recommended approval of \$526.99 and this amount was approved by the State Administrative Board on 2/17/09. After review of their initial recommendation the department discovered a calculation error. They are requesting approval to pay an additional \$46.76 for this claim.

43. DEPARTMENT OF STATE

- 1) Thomas Hayden \$ 87.79

The claimant (09-SAB-069) requests \$87.79 reimbursement for his cell phone stolen from his vehicle while he was at the NW Detroit Plus branch office doing maintenance work. The Department recommends approval of this claim.

- 2) Margaret Remenar \$ 25.00

The claimant (09-SAB-068) requests \$25.00 reimbursement for stop payment costs for a check lost by the Secretary of State. The Department recommends approval of this claim.

44. DEPARTMENT OF TRANSPORTATION

- 1) Chris Fuller \$581.55

The claimant (09-SAB-067) requests \$581.55 reimbursement for damage to her vehicle after hitting a pothole. The Department recommends denial of this claim.

- 2) David Kuehnle \$362.50

The claimant (09-SAB-071) requests \$362.50 reimbursement for damage to his vehicle when a snowplow threw snow and cracked his side headlight. The Department recommends approval of this claim.

- 3) Lisa Martin \$500.00

The claimant (09-SAB-059) requests \$500.00 reimbursement for her insurance deductible after hitting a pothole. The Department recommends denial of this claim.

- 4) Daniel Roberts \$488.80

The claimant (09-SAB-045) requests \$488.80 reimbursement for damage to his vehicle when a parking gate hit his car. The Department recommends approval of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

45. DEPARTMENT OF ATTORNEY GENERAL

- 1) Requests approval for write-offs of 3,523 delinquent restitution accounts as uncollectible, representing a total indebtedness of \$5,927,307.64. These debts are barred by the Statute of Limitations in accordance with MESC v Westphal.

46. DEPARTMENT OF CORRECTIONS

- 1) This is report one emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #472p9206372 for \$43,500.00 with Central Elevator Co., Inc. for an immediate need for the repair of the elevator at the Jackson Laundry facility for Michigan State Industries. Without this emergency repair, MSI would not be able to safely process laundry for the Department of Corrections and hospital customers.
- 2) Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PDBCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Baraga Correctional Facility

47. DEPARTMENT OF HUMAN SERVICES

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

\$ 389.90 at Mead Island Road, Drummond Island, MI

48. DEPARTMENT OF MANAGEMENT AND BUDGET

The Office of the State Budget requests approval to release allotments for capital outlay appropriations included in Public Act 23 of 2009 totaling \$58,428,400.00 (\$ State General Fund), for the Department of Military & Veterans Affairs and the Department of Natural Resources. This request is in compliance with Section 246(2) of PA 431 of 1984, as amended.

49. DEPARTMENT OF TREASURY/MICHIGAN STRATEGIC FUND

Requests approval of a 15-year Agricultural Processing Renaissance Zone as follows:

Lawton Processing LLC - Township of Porter/VanBuren County
Agricultural Processing Renaissance Zone

The Director of the Department of 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 DMB Director or designee.

2s. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

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

- 2) Lazer Technologies
(Brian Flynn)
Southfield, MI

NOT TO EXCEED
\$ 135,200.00 (1 year)
FY09 100% Revolving Funds
Various Funds
071I9200142 For a Network
Analyst to assist with delivery
of Telecom services to State
agency customers

- 3) V2Soft
(Mark Armijo)
Bingham Farms, MI

NOT TO EXCEED
\$ 122,720.00 (1 year)
FY09 100% Revolving Funds
Various Funds
071I9200150 For a Project
Coordinator to assist with
delivery of Telecom services to
State agency customers

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

3s. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) Three Sigma Software, Inc.
Lorton, VA

\$ 1,301,200.00 Amendment
\$ 8,809,272.00 New Total
FY09-10 100% Federal Funds
071B720013 Additional funds
for a change in scope to the
contract for the Women,
Infants, and Children
Information System

3s. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

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

- | | | |
|----|--|---|
| 2) | Milleniumsoft
(Meher Anil Kurivella)
Fairfax, VA | NOT TO EXCEED
\$ 135,200.00 Amendment
\$ 258,700.00 New Total
FY09 100% Revolving Funds
Various Funds
071B8200134 For a Network Administrator to assist with delivery of Telecom services to State agency customers |
| 3) | OpTech, LLC
(Chandra Nenavath)
Detroit, MI | NOT TO EXCEED
\$ 174,720.00 Amendment
\$ 349,440.00 New Total
FY09 100% Revolving Funds
Various Funds
071B8200133 For a Security Analyst to assist with delivery of Telecom services to State agency customers |
| 4) | TekSystems
(Scott Powell)
Grand Rapids, MI | NOT TO EXCEED
\$ 135,200.00 Amendment
\$ 258,700.00 New Total
FY09 100% Revolving Funds
Various Funds
071B8200135 For a Network Administrator to assist with delivery of Telecom services to State agency customers |

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

4s. DEPARTMENT OF CORRECTIONS

- 1) John Clay #413516 \$ 81.91

The claimant (08-SAB/DOC-066) requests \$81.91 reimbursement for his TV damaged during transfer from one facility to another. The Department recommends approval of \$49.14 for this claim.

- 2) Keith Watkins #415333 \$608.04

The claimant (08-SAB/DOC-050) requests \$608.04 reimbursement for numerous items of personal property lost before his family could pick them up from the facility. The Department recommends approval of \$297.23 for this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

The Director of the Department of 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 DMB Director or designee.

APPROVED

June 16, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **June 16, 2009**. Those present being:

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

Member: Steven Liedel, representing Approved _____
Governor Granholm

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Others: Patrick Isom, Department of Attorney General; Carol Wolenberg,
Department of Education; Sherry Bond, Linda Feldpausch, Elise
Lancaster, Janet Rouse, Department of Management and Budget; Duane
Berger, Department of State; Leon Hank, Amy Meldrum, Department of
Transportation; Gary Owen, Lt. Governor's Office; Jerry Crandall,
MIRS

The Finance and Claims Committee special agenda and special ARRA agenda
were presented.

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

Ms. MacDowell adjourned the meeting.

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

6/16/09 9:00 version

FINANCE AND CLAIMS COMMITTEE

June 16, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

June 16, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

1s. **DEPARTMENT OF ENVIRONMENTAL QUALITY**

1)	Clemson University	\$	28,713.00	Amendment
	Clemson, SC	\$	150,713.00	New Total
			FY09	100% Restricted Funds
				Clean Water Fund
				Clean Michigan Initiative
				Increased funds for the
				collection and analysis of
				Herring Gull eggs for trend
				monitoring of Bio-accumulative
				Chemicals of Concern

SECTION V - DMB SUBMITTED - NEW CONTRACTS

SECTION VI - DMB 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 - APPROVAL OF SPECIAL ITEMS

The Director of the Department of 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 DMB Director or designee.

SPECIAL
AMERICAN RECOVERY &
REINVESTMENT ACT FUNDS
AGENDA

6/16/09 9:05 version

FINANCE AND CLAIMS COMMITTEE

June 16, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

June 16, 2009, 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

1a. DEPARTMENT OF HUMAN SERVICES

1) Hispanic Center of Western
Grand Rapids, MI

NOT TO EXCEED
\$ 122,248.00 Total
FY09-11 100% ARRA Funds
For underserved populations so
the Michigan Domestic Violence
and Prevention Treatment Board
can further develop,
strengthen, expand, and enhance
programs that respond to and
support women and children who
are victims of domestic
violence

Bethany Christian Services
Grand Rapids, MI

NOT TO EXCEED
\$ 82,500.00 Total
FY09-11 100% ARRA Funds
For underserved populations so
the Michigan Domestic Violence
and Prevention Treatment Board
can further develop,
strengthen, expand, and enhance
programs that respond to and
support women and children who
are victims of domestic
violence

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

SECTION VI - DMB 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 - APPROVAL OF SPECIAL ITEMS

2a. DEPARTMENT OF MANAGEMENT AND BUDGET

Requests to release allotments for capital outlay appropriations included in Public Act 38, of 2009 totaling \$30,400,000.00 (\$0 State General Fund), for Department of Transportation airport, safety, and protection and improvement program projects for the fiscal year ending September 30, 2009.

This appropriation provides for five discretionary grants awarded by the Federal Aviation Administration under the federal American Recovery and Reinvestment Act (ARRA) of 2009 located at the following Michigan airport facilities: Gogebic-Iron County Airport (\$200,000.00); Muskegon County Airport (\$800,000.00); Sawyer International Airport (\$1,700,000.00); MBS International Airport (\$12,700,000.00); and Detroit Metropolitan Wayne County Airport (\$15,000,000.00).

The Director of the Department of 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 DMB Director or designee.

Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of June 9, 2009, and the special meeting of June 16, 2009. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting of June 9, 2009, and the special meeting of June 16, 2009, be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

APPROVED

June 16, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on June 10, 2009. Those present
being:

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

Member: Gary Owen, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Cynthia Watson, Department of Natural Resources; Amy Meldrum, Pat
Scarlett, Dale Spencley, Betsy Steudle, Karen Watson, Department
of Transportation

The Department of Natural Resources agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources
agenda be recommended to the State Administrative Board for approval.
Supported by Mr. Owen, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

A retroactive letter was received from the Director of the Department
of Transportation, Kirk T. Steudle, for Item 20 of the Transportation
regular agenda.

The Department of Transportation regular agenda was presented.

Following discussion, Mr. Shell moved that the Transportation regular
agenda be recommended to the State Administrative Board for approval
with Items 26, 34, and 38 of the regular agenda contingent upon
Office of Commission Audit approval; Items 37 and 38 of the regular

agenda contingent upon approval by the Attorney General; Item 209 contingent upon receipt of the 10% over engineer's estimate letter; Item 33 of the regular agenda contingent upon approval at the State Transportation Commission meeting on June 26, 2009; and Item 19 of the regular agenda contingent upon the agenda writeup being improved to include information regarding benefits to the State of Michigan. Supported by Mr. Owen, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

At the State Administrative Board meeting on June 16, 2009, Items 26 and 33 of Transportation regular agenda were withdrawn by the Department of Transportation.

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - June 10, 2009, - 3:30 P.M.
State Administrative Board Meeting - June 16, 2009 - 11:00 A.M.

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

MINERAL LEASE

1. **DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** Jordan Development Company, L.L.C., of Traverse City, Michigan, oil and gas lease rights to 20.00 acres, more or less, of state-owned mineral rights located in Section 5, T26N, R08W, Boardman Township, Kalkaska County

Terms: One-year primary term, no extensions, 3/16 royalty, \$400.00 bonus consideration (\$20.00 per acre), and \$2.00 per acre annual rental.

The Chief of Forest, Mineral and Fire Management approved this item on May 11, 2009. The form of legal document involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

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

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 10, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: June 16, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

PRE APPROVAL

CONTRACT

1. *HIGHWAYS - Construction Engineering Services
Contract (2009-0460) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed for the rehabilitation/reconstruction, including street lighting, of M-59 from Woodward Avenue to Opdyke Road and of M-59 from Crooks Road to Ryan Road in the cities of Pontiac, Auburn Hills, Rochester Hills, Troy, and Sterling Heights, Oakland and Macomb Counties. The work items include project administration, inspection, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$6,553,743.68. The contract will be in effect from the date of award through June 30, 2012. Source of Funds: 90 % Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA) and 10 % State Restricted Trunkline Funds.

Criticality: Proper construction engineering oversight is critical in order to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time.

Purpose/Business Case: To provide for full construction engineering services to be performed for the rehabilitation/reconstruction, including street lighting, of M-59 from Woodward Avenue to Opdyke Road and of M-59 from Crooks Road to Ryan Road in the cities of Pontiac, Auburn Hills, Rochester Hills, Troy, and Sterling Heights, Oakland and Macomb Counties.

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

Funding Source: : 90 % Federal Highway Administration Funds (ARRA) 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 these services are not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48342.

CONTRACTS

2. HIGHWAYS (Real Estate) – Resolution “A” (Excess Exchange)

Tracts 1223, 1244, Control Section 31051, Parcels 301, 334, 335, 336, 337, 338, 339/340A, all Parts A

The subject tracts are located in the City of Houghton, Houghton County, Michigan. Tract 1223 contains approximately 38,255 square feet, and Tract 1244 contains approximately 45,834 square feet. This exchange is an integral part of MDOT’s project to realign US-41 through Michigan Technological University (MTU) and provide a median between the northbound and southbound lanes in an effort to enhance pedestrian safety for MTU students at various crossing locations. To reconcile questions concerning the ownership of portions of the existing right-of-way, as survey monuments have been lost as the university has developed, MDOT will quit claim the existing right-of-way to MTU in exchange for a warranty deed conveying the right-of-way described and preserved off of the proposed construction centerline of the new alignment. MDOT benefits from this transaction by acquiring the right-of-way for the US-41 realignment, and the public will benefit from improved pedestrian crossings and safety at MTU. The transaction was approved for exchange by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on April 14, 2009, for the consideration of mutual benefits. The tracts were not offered to the local municipalities because they are part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This exchange is an integral part of MDOT’s project to realign US-41 through MTU and provide a median between the northbound and southbound lanes in an effort to enhance pedestrian safety for MTU students at various crossing locations.

Purpose/Business Case: The purpose of this exchange agreement is to provide for the necessary right-of-way for the realignment of US-41 and the addition of a median.

Benefit: MDOT benefits by acquiring the right-of-way for the US-41 realignment. The public will benefit from improved pedestrian crossings and safety at MTU.

Funding Source: No special funding source is required for this exchange. It is an even exchange for Mutual Benefit.

Commitment Level: MDOT is committed to an equal exchange of property at no additional cost to MDOT.

Risk Assessment: The risk is one of traffic and safety issues, particularly at certain pedestrian crossing points on the campus. This exchange solves the traffic and safety problem by providing for the realignment of the road and the addition of a median.

Cost Reduction: There are no special costs involved with this exchange.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49931.

3. HIGHWAYS (Real Estate) – Resolution “B” (Relinquishment of Easement)
Tract 1206, Control Section 38101, Parcel 4-RA-S-2, Part A

The subject tract is located in the Township of Grass Lake, Jackson County, Michigan, and contains approximately 5.51 acres. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by the Michigan Department of Natural Resources (DNR), the current underlying fee owner. The relinquishment processing fee of \$500 has been waived by MDOT because the easement is being relinquished to another state agency. The relinquishment was approved by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on April 28, 2009. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction will relinquish an easement located on property owned by DNR. This easement no longer serves an MDOT purpose. Failure to process this transaction would result in DNR property being encumbered by an unnecessary MDOT easement.

Purpose/Business Case: The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay. With respect to this particular easement, MDOT has constructed a new rest area with self-contained septic facilities and no longer requires the easement for septic purposes.

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

Funding Source: N/A - revenue generating.

Commitment Level: Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500 or appraised value if the value of the relinquishment exceeds the \$500 processing fee. The fee may be waived if it is in the best interest of MDOT. The fee, in this case, has been waived because the easement is being relinquished to another state agency.

Risk Assessment: If this excess property is not relinquished, MDOT will continue to hold an easement on DNR property for a septic field that is no longer needed or being used.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49240.

4. HIGHWAYS (Real Estate) – Resolution “C” (Excess Exchange)
 Tract 1237, Control Section 20072, Parcel 100, Part A

The subject tract is located in the Township of South Branch, Crawford County, Michigan, and contains approximately 46.4 acres. MDOT’s proposed project to enhance traffic safety by adding passing relief lanes to M-33 will result in the elimination of a 200-foot buffer strip, which currently separates the road from a protected Kirtland’s Warbler habitat area. The 46.4 acre site will mitigate the impact of the loss of the buffer strip on the existing habitat and, in exchange, the United States Department of Agriculture (USDA) Forest Service will provide MDOT with the grading permits necessary for the construction of the passing relief lanes. This will satisfy the Forest Service’s requirement that the affected habitat be replaced. The tract was approved for exchange by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on May 13, 2009, for the consideration of mutual benefits. The tract was not offered to the local municipalities because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Criticality: In exchange for a 46.4 acre site to mitigate the loss of the 200-foot buffer strip separating existing M-33 from a protected Kirtland’s Warbler habitat, the USDA Forest Service will provide MDOT with the grading permits necessary for the construction of passing relief lanes. The Forest Service’s requirement that the affected habitat be replaced will be satisfied.

Purpose/Business Case: The purpose of this exchange agreement is to provide MDOT with the necessary permits to grade, which will allow the construction of passing relief lanes on M-33, thus improving public safety while providing for the habitat preservation of the endangered Kirtland’s Warbler.

Benefit: MDOT benefits by acquiring necessary right-of-way and securing the cooperation of the USDA Forest Service on a project with potential endangered species implications.

Funding Source: No special funding source is required for this exchange.

Commitment Level: MDOT is committed to an exchange of property at no additional cost to MDOT.

Risk Assessment: There is a risk of delaying an important public safety project if the Kirtland’s Warbler habitat is not preserved in a way that satisfies the Forest Service.

Cost Reduction: There are no special costs involved with this exchange.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48653, 48636.

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

Amendatory Contract (2006-0455/A1) between MDOT and the MBS International Airport Commission will increase the contract amount by \$91,688 due to higher than anticipated costs associated with the development of the conceptual plans for a terminal building study (phase II). The original contract provides for the development of conceptual plans for a terminal building study (phase II), including benefit-cost analysis, at the MBS International Airport in Saginaw, Michigan. The contract term remains unchanged, July 6, 2006, through July 5, 2026. The revised contract amount will be \$591,688. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$475,000	\$87,102	\$562,102
State Restricted Aeronautics Funds	\$ 12,500	\$ 2,293	\$ 14,793
MBS International Airport Commission Funds	\$ 12,500	\$ 2,293	\$ 14,793
Total	<u>\$500,000</u>	<u>\$91,688</u>	<u>\$591,688</u>

* Denotes a non-standard contract/amendment

Criticality: The additional funding will cover the higher than anticipated costs of the conceptual plans for the terminal building study (phase II), including benefit cost analysis. The original contract was based on estimates. The amendment is needed for final accounting of project costs.

Purpose/Business Case: To increase the contract amount by \$91,688 to cover higher than anticipated costs associated with the development of the conceptual plans for a terminal building study (phase II).

Benefit: Will provide the additional funding needed to complete the work and close the project.

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

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is the loss of federal funds for the additional costs of the project.

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48623.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Terminal Building

Contract (2009-0459) between MDOT and the Gogebic County Board of Commissioners will provide federal and state grant funds for the construction of a commercial service terminal building at the Gogebic-Iron County Airport in Ironwood, 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 \$1,160,000. Source of Funds: FAA Funds (via block grant) - \$279,068; State Restricted Aeronautics Funds - \$830,276; Gogebic County Funds - \$50,656.

Criticality: This project will provide for an increase in capacity for passenger operations and administrative services and is essential to create a safer and more efficient system. Additionally, modernizing the terminal building will reduce exposure to environmental contaminants such as mold spores.

Purpose/Business Case: To provide for the construction of a new commercial service terminal building.

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

Funding Source: 24% FAA Funds; 71.5% State Restricted Aeronautics Funds; 4.5% Gogebic 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 will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49938.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2009-0462) between MDOT and the City of Grand Haven will provide federal and state grant funds for the land acquisition costs for parcels E52 through E63 at the Grand Haven Memorial Airpark in Grand Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$36,000. Source of Funds: FAA Funds (via block grant) - \$28,800; State Bond Funds - \$6,300; City of Grand Haven Funds - \$900.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones. This project will allow the airport to meet the federal requirement for safety.

Purpose/Business Case: To provide for the land acquisition costs of parcels E52 through E63, including update of the Exhibit A property map, property surveys, and Exhibit X drawings.

Benefit: Acquiring the easement rights will allow the airport to clear the existing obstructions to the approach and control the runway protection zones.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Grand Haven Funds.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49417.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2009-0466) between MDOT and the Otsego County Board of Commissioners will provide federal and state grant funds for the final design and construction of the rehabilitation and extension of runway 18/36, including the lighting, at the Gaylord Regional Airport in Gaylord, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,150,000. Source of Funds: FAA Funds (via block grant) - \$1,092,500; State Restricted Aeronautics Funds - \$28,750; Otsego County Funds - \$28,750.

Criticality: The rehabilitation and extension of the runway will increase safety margins for aeronautical activities at the airport.

Purpose/Business Case: To provide for the development of final engineering plans and construction of the rehabilitation and extension of runway 18/36, including the lighting.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

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 six 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: 49735.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2009-0474) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the shifting and extension of runway 9/27 (phase 1) at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$4,439,000. Source of Funds: FAA Funds (via block grant) - \$4,217,050; State Restricted Aeronautics Funds - \$110,975; SMRAA Funds - \$110,975.

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

Purpose/Business Case: To provide for the shifting and extension of runway 9/27 (phase 1). The project will include extension grading and fencing.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Relocation of Entrance Road

Contract (2009-0475) between MDOT and the City of Battle Creek will provide federal and state grant funds for the relocation of the airport entrance road, including burying the power lines, at the W. K. Kellogg Airport in Battle Creek, 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 \$1,241,750. Source of Funds: FAA Funds (via block grant) - \$1,179,662; State Restricted Aeronautics Funds - \$31,044; City of Battle Creek Funds - \$31,044.

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

Purpose/Business Case: To provide for the relocation of the airport entrance road, including burying the power lines in the approach in the runway end.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Battle Creek 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 12 bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49015.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2009-0476) between MDOT and the Capital Region Airport Authority (CRAA) will provide federal and state grant funds for the rehabilitation and expansion of the apron at the Mason-Jewett Field in Mason, 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 \$312,060. Source of Funds: FAA Funds (via block grant) - \$296,457; State Restricted Aeronautics Funds - \$7,801; CRAA Funds - \$7,802.

Criticality: The existing apron 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 costly repairs or injuries to ground personnel. The apron expansion will accommodate larger aircraft flying into the airport.

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

Benefit: Will enhance airport safety.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48854.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Crack Repair

Contract (2009-0477) between MDOT and the City of Sturgis will provide federal and state grant funds for crack repair on runway 6/24 and taxiway C at the Kirsch Municipal Airport in Sturgis, 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 \$109,000. Source of Funds: FAA Funds (via block grant) - \$103,550; State Restricted Aeronautics Funds - \$2,725; City of Sturgis Funds - \$2,725.

Criticality: Airport pavement cracks are required to be repaired in accordance with FAA safety regulations.

Purpose/Business Case: To provide for crack repair on runway 6/24 and taxiway C.

Benefit: Will enhance airport safety.

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

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

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 bidders. There were three bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49091.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Fuel Farm Facility

Contract (2009-0482) between MDOT and the Mackinac County Board of Commissioners will provide federal and state grant funds for the construction of a new fuel farm facility at the Mackinac County Airport in St. Ignace, 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 \$355,800. Source of Funds: FAA Funds (via block grant) - \$338,010; State Restricted Aeronautics Funds - \$8,895; Mackinac County Funds - \$8,895.

Criticality: This project will update the existing deteriorated equipment and reduce potential negative environmental impacts and will improve overall airfield safety.

Purpose/Business Case: To provide for the construction of a new fuel farm facility.

Benefit: Will enhance airfield safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Mackinac 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 let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49781.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Paint Marking and Crack Sealing

Contract (2009-0483) between MDOT and Mayfield Township will provide federal and state grant funds for airport paint marking and crack sealing at the Dupont-Lapeer Airport in Lapeer, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 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 \$16,500. Source of Funds: FAA Funds (via block grant) - \$15,675; State Restricted Aeronautics Funds - \$412; Mayfield Township Funds - \$413.

Criticality: The FAA requires that airport pavements be marked with paint to indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. The FAA also requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation.

Purpose/Business Case: To provide for airport paint marking and crack sealing.

Benefit: Will enhance airport safety and preserve airfield pavements.

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

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders for paint marking and eight bidders for crack sealing.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48446.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Stream Corridor Monitoring

Contract (2009-0484) between MDOT and the City of Allegan will provide federal and state grant funds for monitoring of the stream corridor at the Padgham Field in Allegan, 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 \$15,500. Source of Funds: FAA Funds (via block grant) - \$14,725; State Restricted Aeronautics Funds - \$387; City of Allegan Funds - \$388.

Criticality: The monitoring is necessary to comply with Michigan Department of Environmental Quality (MDEQ) requirements. Failure to monitor could lead to enforcement action from MDEQ.

Purpose/Business Case: To provide for three years of stream corridor monitoring at the Padgham Field.

Benefit: Will satisfy MDEQ requirements and reduce the potential for enforcement action.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49010.

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

Authorization (79006-106935) under Master Agreement (94-1047), dated November 11, 1994, between MDOT and Huron & Eastern Railway Company, Inc. (H&E), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Bradleyville Road in Tuscola County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Tuscola County Road Commission and approved on October 15, 2008. The cost of the project is estimated at \$185,220.61. Source of Funds: Federal Highway Administration Funds - \$129,654.42; FY 2009 State Restricted Trunkline Funds - \$55,566.19.

Criticality: In October 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. An administrative order was issued mandating that H&E make the safety enhancements.

Purpose/Business Case: The project will add flashing-light signals and half-roadway gates at the existing grade crossing of H&E with Bradleyville Road in Tuscola County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

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

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$129,654.42; FY 2009 State Restricted Trunkline Funds - \$55,566.19.

Commitment Level: The authorization amount is based on H&E's detailed estimate. All costs will be paid on a force account basis.

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

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

Selection: N/A.

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

Zip Code: 48768.

17. *CONSTRUCTION – Novation

Amendatory Contract (20072-103006/A1) between MDOT, Superior Chip Sealing & Maintenance, Inc., and Fahrner Asphalt Sealers, LLC, will provide for the reassignment of the contract responsibilities from Superior Chip Sealing & Maintenance, Inc., to Fahrner Asphalt Sealers, LLC, due to an asset purchase. The original contract provides for 10.70 miles of hot mix asphalt crack treatment on M-18 from the south Crawford County line northerly to M-72 and on M-72 from M-18 easterly to the east Crawford county line, Crawford County. The contract was awarded on April 8, 2009. The project start date is August 10, 2009, and the completion date is August 28, 2009. The engineer's estimate was \$70,075.70, and the low bid was \$60,706.85. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This amendment will reassign the contract responsibilities to reflect the asset purchase.

Purpose/Business Case: To provide for the reassignment of the contract responsibilities.

Benefit: Will provide for the reassignment of the contract responsibilities to the appropriate contractor.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline 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 amendment is not approved, the contract responsibilities may not be reassigned to the appropriate contractor to reflect the asset purchase.

Cost Reduction: N/A.

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

New Project Identification: Maintenance.

Zip Code: 49738.

18. *CONSTRUCTION – Novation

Amendatory Contract (67031-103351/A1) between MDOT, Superior Chip Sealing & Maintenance, Inc., and Fahrner Asphalt Sealers, LLC, will provide for the reassignment of the contract responsibilities from Superior Chip Sealing & Maintenance, Inc., to Fahrner Asphalt Sealers, LLC, due to an asset purchase. The original contract provides for 8.78 miles of overband crack filling and single course chip sealing on M-66 from north of US-10 northerly to south of M-115, Osceola County. The contract was awarded on January 7, 2009. The project start date was May 11, 2009, and the completion date is nine working days. The engineer's estimate was \$419,231.97 and the low bid was \$363,403.13. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This amendment will reassign the contract responsibilities to reflect the asset purchase.

Purpose/Business Case: To provide for the reassignment of the contract responsibilities.

Benefit: Will provide for the reassignment of the contract responsibilities to the appropriate contractor.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline 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 amendment is not approved, the contract responsibilities may not be reassigned to the appropriate contractor to reflect the asset purchase.

Cost Reduction: N/A.

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

New Project Identification: Maintenance.

Zip Code: 49879.

19. *FINANCE & ADMINISTRATION – Construction Contractor Eligibility Study

Contract (2009-0463) between MDOT and Dye Management Group, Inc. (Dye), will provide for the conduct of a study on the methodologies used, processes followed, and best practices employed by the construction industry to determine the most efficient and effective methods of ensuring that only the most capable and qualified construction contractors are permitted to bid on and perform work on MDOT's construction projects.

Currently, MDOT employs a prequalification method in which it assigns numerical ratings to each construction contractor, thereby limiting the amount of work a construction contractor may perform at any given time. This method is just one of various methods employed around the country to determine that the most capable and qualified contractors are permitted to bid on and perform work on construction projects. This study was recommended by the Office of Commission Audits as a result of an audit performed in 2005 on the Contract Services Division's Construction Contracts Section and its business processes. Subsequently, after learning of the recommendation, the State Transportation Commission and the Department desired to have this study performed. In June 2008 the Department posted a Request for Information, and in November 2008 it posted a Request for Proposal. There were no responses and the project was posted for a second and final time, resulting in responses from six entities.

Dye will first research methods used by government agencies, private sector businesses, universities, and industries on the capabilities required of contractors to bid and perform work on construction projects. Dye will then review, analyze, and determine best practices employed by the entities above, in order to formulate its recommendations to MDOT. The study will provide recommendations to MDOT concerning those best practices and changes to MDOT's current procedures (as governed by Administrative Rules). Such recommendations may result in simplified processes, savings in staff time required to perform contractor evaluations, savings to contractors as a result of a simplified process, and implementation of an alternative method that is clearly defined, verifiable, that can be validated. The contract amount will be \$109,880. The contract will be in effect from the date of award through one year. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Identifying and analyzing contractor qualification practices, including those that consider past performance (such factors as construction quality, timeliness of performance, safety record, and other criteria), will provide MDOT with information from which to identify needed changes to MDOT's current construction contractor prequalification process.

Purpose/Business Case: This study was recommended by the Office of Commission Audits as a result of an audit performed on the Contract Services Division's Construction Contracts Section and its business processes. It was recommended so that MDOT could assess whether or not it is currently using the best methods for determining the eligibility of contractors to perform MDOT work and to provide MDOT with an opportunity to improve its processes.

Benefit: The services will provide MDOT with efficient and effective methods of determining contractor qualifications to ensure that only the most capable construction contractors are permitted to bid on and to perform work for MDOT's construction projects.

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

Commitment Level: The costs will be on a milestone basis, with lump sum payments to be made upon the accomplishment of defined milestones.

Risk Assessment: If these services are not approved, MDOT will not be responsive to the Office of Commission Audit recommendation.

Cost Reduction: Costs in this professional services contract will be on a milestone basis, with lump sum payments to be made upon the accomplishment of defined milestones, not to exceed the maximum contract amount. Identification of cost savings may be realized by MDOT as a result of this study.

Selection: Best value.

New Project Identification: This is not a new project.

Zip Code: 48909.

20. *FINANCE & ADMINISTRATION - Supplier Diversity Program

Retroactive Memorandum of Understanding (MOU) (2009-0493) between MDOT, the Michigan Department of Energy, Labor, and Economic Growth (DELEG), and the Michigan Department of Management and Budget (DMB) will provide for participation in the Supplier Diversity Program for fiscal year 2009 (258 days retroactive). The program seeks to promote business access to government for persons with disabilities and businesses owned by persons with disabilities and to ensure that appropriate monitoring and reporting requirements are met. DELEG administers the program, which is a collaborative effort between DELEG, MDOT, and DMB. DELEG, MDOT, and DMB will each provide one-third of the actual costs of the program for fiscal year 2009. MDOT's one-third share of the program costs will not exceed \$60,000. The MOU will be in effect from October 1, 2008, through September 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

This MOU is retroactive because MDOT did not receive the MOU documents from DELEG, which administers the program, until spring 2009.

Criticality: Approval of this MOU will allow MDOT to participate in and to pay DELEG for its share of the costs of the Supplier Diversity Program for fiscal year 2009. The program assists MDOT in its efforts to expand its supplier base through outreach and to meet federal mandates regarding the employment of people with disabilities; it is designed to ensure that persons with disabilities have the requisite training, information, and access to state government.

Purpose/Business Case: To provide for MDOT participation in the Supplier Diversity Program for fiscal year 2009.

Benefit: The Supplier Diversity Program assists MDOT in its efforts to expand its supplier base through outreach and to meet federal mandates regarding the employment of people with disabilities. The program provides for liaison with the Office of Disability Employment Policy, U.S. Department of Labor, to ensure that the state is consistent with policies and strategies at the federal level to promote the employment of people with disabilities and is responsible for the preparation of annual status reports to the legislature.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The MOU amount is based on cost estimates.

Risk Assessment: If this MOU is not approved, MDOT will not be able to participate in or pay DELEG for its share of the costs of the Supplier Diversity Program for fiscal year 2009. The program assists MDOT by developing strategies for outreach, promoting entrepreneurial opportunities, establishing goals, implementing programs, and monitoring progress.

* Denotes a non-standard contract/amendment

Cost Reduction: N/A.
Selection: N/A.
New Project Identification: This is an ongoing program.
Zip Code: 48909.

21. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0807) between MDOT and Grand Rapids Eastern Railroad, dated July 5, 1994, will provide for improvements under job number 81338 to a crossing of Grand Rapids Eastern Railroad in the city of Grand Rapids on the US-131 business route in Kent County. The improvements include full crossing surface removal and reconstruction and recabing of the existing warning signals.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$ 200,000</u>
Total Funds	<u>\$ 200,000</u>

MRR 41014 - 81338
Railroad Force Account Work

Criticality: Delaying this work would adversely affect motorist safety.

Purpose/Business Case: To reconstruct the railroad crossing and place crossing and roadway 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.

Funding Source: State Restricted Trunkline Funds.

Commitment Level: 100% state funds.

Risk Assessment: Reduced risk of loss of control of vehicles due to smoother crossing surface.

Cost Reduction: Improvements are on railroad property, and Grand Rapids Eastern Railroad 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.

Zip Code: 49506.

22. HIGHWAYS - Time Extension

Amendatory Contract (2002-0551/A4) between MDOT and AECOM of Michigan, P.C., will extend the contract term by two years to provide sufficient time for the consultant to complete the ongoing remediation services at the Jones Maintenance Garage. The original contract provides for the clean-up of contaminated soil and groundwater at the Jones Maintenance Garage in Cass County (CS 84200 - JN 99370). The revised contract term will be August 14, 2002, through June 30, 2011. The contract amount remains unchanged at \$567,192.88. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The contract will expire on June 30, 2009. The additional time will allow the consultant to complete the remediation services, including closure reporting to the Michigan Department of Environmental Quality.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the ongoing remediation services at the Jones Maintenance Garage.

Benefit: Will provide sufficient time for completion of the clean-up of this site, which is needed to remediate the soil and groundwater conditions and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this amendment is not approved, MDOT will be unable to complete the environmental remediation work and will be out of compliance with Part 213 of Public Act 451 of 1994, as amended.

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

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

New Project Identification: This is not a new project.

Zip Code: 49061.

23. HIGHWAYS - Time Extension

Amendatory Contract (2003-0589/A4) between MDOT and AECOM of Michigan, P.C., will extend the contract term by two years to provide sufficient time for the consultant to complete ongoing remediation services at the former Dowagiac Maintenance Garage. The former Dowagiac Maintenance Garage is the site of a leaking underground storage tank that is undergoing an environmental clean-up. The original contract provides for geoenvironmental services to be performed at the former Dowagiac Maintenance Garage, Cass County. The revised contract term will be August 25, 2003, through July 13, 2011. The contract amount remains unchanged at \$467,996.43. Source of Funds: 100% Michigan Department of Environmental Quality (State Sites Clean-up) Funds.

Criticality: The contract will expire on July 13, 2009. The additional time will allow the consultant to complete the remediation services, including closure reporting to the Michigan Department of Environmental Quality.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the ongoing remediation project. The former Dowagiac Maintenance Garage is the site of a leaking underground storage tank that is undergoing an environmental clean-up.

Benefit: Will provide sufficient time for completion of the clean-up of this site, which is needed to remediate the soil and groundwater conditions and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: 100% Michigan Department of Environmental Quality (State Sites Clean-up) Funds.

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

Risk Assessment: If this extension is not approved, MDOT will be unable to complete the environmental remediation work and will be out of compliance with Part 213 of Public Act 451 of 1994, as amended.

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

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

New Project Identification: This is not a new project.

Zip Code: 49047.

24. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z6/R4) under Contract (2005-0109) between MDOT and CH2M Hill Michigan, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$49,860.92. The additional services include revising the current design plans and specifications to reflect the modified project limits due to the upcoming M-1 Light Rail Transit Project. The adjustment in project limits causes the project length to be reduced from 2.24 miles to 1.48 miles. The original authorization provides for design and survey services to be performed for the rehabilitation of M-1 (Woodward Avenue), from Tuxedo Avenue to I-94 in the city of Detroit, Wayne County (CS 82131 - JN 79673C). The authorization term remains unchanged, December 22, 2005, through April 7, 2010. The revised authorization amount will be \$993,357.11. The contract term is April 8, 2005, through April 7, 2010. Source of Funds: 81.85 % Federal Highway Administration Funds and 18.15% State Restricted Highway Funds.

Criticality: This revision will provide for the additional services critical to allow for the modification of the plans to complete the design services. Without the additional services, the project schedule would be jeopardized.

Purpose/Business Case: To provide for additional services for the revision of the design plans, which is required as a result of shortened limits of the project due to the upcoming M-1 Light Rail Transit Project.

Benefit: The additional design services include, but are not limited to, staging, maintenance of traffic, traffic signal plans, special provisions revision and adjustment of title, vicinity, typicals, alignment, and estimates.

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

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

Risk Assessment: Not authorizing/awarding this project could result in this project not being completed in time to allow for the proper scheduling of the M-1 Light Rail Transit Project.

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

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

New Project Identification: This is not a new project.

Zip Code: 48202.

25. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R4) under Contract (2005-0125) between MDOT and Northwest Design Group, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$32,874.14. The additional services will include a hydraulic survey (PPMS Task 3350), a hydraulic analysis for bridges and culverts (PPMS Task 3520), and scour analysis. The original authorization provides for the design of a replacement timber bridge over a ravine on M-119 in Emmet County (CS 24051 - JN 57152C). The authorization term remains unchanged, May 18, 2007, through December 31, 2009. The revised authorization amount will be \$279,037.65. The contract term is April 5, 2005, through December 31, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project needs a hydraulic survey and analysis so that a bridge can be designed that will not scour out in a flood. Failure to properly design the bridge opening or depths of footings could cause the bridge to be washed away in a flood.

Purpose/Business Case: To provide for the performance of additional design services for a hydraulic survey and analysis. MDOT wants to replace an earth fill in a ravine with a new bridge. The earth fill requires constant maintenance. The new bridge will eliminate this problem. The hydraulic survey and analysis will ensure that the bridge is designed properly.

Benefit: Will allow MDOT to solve a maintenance problem.

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

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

Risk Assessment: If the survey and analysis work are not performed, the bridge could fail.

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

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

New Project Identification: This is not a new project.

Zip Code: 49723.

26. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2006-0272/A1) between MDOT and Pathway Services, Inc., will provide for the performance of additional services, will increase the contract amount by \$2,151,619.50, and will extend the contract term by 33 months. The additional services will include the collection of additional statewide pavement network condition data. The original contract provides for the performance of surveying work and the collection and processing of pavement condition data in various counties (CS 84900 - JNs 848700, 1044160). The revised contract term will be May 9, 2006, through January 4, 2013. The revised contract amount will be \$5,354,354.50. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: The FHWA Highway Performance Monitoring System (HPMS) requires MDOT to collect and report certain types of pavement surface condition data. This data collection supports MDOT's ability to comply with FHWA reporting requirements, thereby supporting the security of MDOT's federal funding. Proper asset management requires access to continuing quantified measurement of the asset. MDOT's road program and project development processes rely in part on the same collected condition data.

Purpose/Business Case: To provide for the collection of additional statewide pavement network condition data, to increase the contract amount by \$2,151,619.50, and to extend the contract term by 33 months. The Pavement Management Data Unit oversees the collection and processing of network-wide pavement surface condition data. This data is utilized for preservation strategies and project development, as well as for treatment fix performance analysis and research. MDOT's network condition goals are based on remaining service life values that are determined using the HPMS collected data.

Benefit: Will allow MDOT to monitor and manage statewide pavements; will assist MDOT in developing network treatment strategies, prioritizing projects, analyzing treatment performance, evaluating new technologies, and determining how to best allocate limited funding across the pavement asset network. The data collection will allow MDOT to comply with FHWA data reporting requirements and to secure needed federal funding.

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

Commitment Level: The proposed unit item costs are fixed, and the lane-mileage estimate upon which they are based is reliably static.

Risk Assessment: If the services are not performed, MDOT could fail to comply with FHWA requirements, and federal funding could be lost. MDOT would lack the continuing quantified measurement of the asset required to provide effective pavement asset management.

Cost Reduction: Low bid by unit.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

27. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0603/A2) between MDOT and Rowe Professional Services Company will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z22). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be September 6, 2006, through September 5, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z22), and the design services under authorization (Z22) cannot be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete ongoing services, including work under authorization (Z22). 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, the consultant will not be able to complete ongoing work under authorization (Z22).

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

28. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z22/R1) under Contract (2006-0603) between MDOT and Rowe Professional Services Company will provide for the performance of additional design services, will increase the authorization amount by \$229,918.94, and will extend the authorization term by two years to provide sufficient time for the consultant to complete the additional services. The additional services will include the creation of two sets of plans and proposals for the project, one for each pavement type. The original authorization provides for design services to be performed for the reconstruction of M-53 from 34 Mile Road to Bordman Road in Bruce Township, Macomb County (CS 50012 - JN 47040C). The revised authorization term will be October 11, 2007, through September 5, 2011. The revised authorization amount will be \$999,970.45. The contract term is September 6, 2006, through September 5, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This project has been chosen to be let as an alternate bid project by MDOT leadership because the life cycle costs for the hot mix asphalt (HMA) and concrete pavement alternatives are equal.

Purpose/Business Case: To provide for the performance of additional design services, to increase the authorization amount by \$229,918.94, and to extend the authorization term by two years to provide sufficient time for the consultant to complete the additional services. The additional services will include the creation of two sets of plans and proposals for the project, one for each pavement type.

Benefit: This revision will allow the design services to be completed and the project to be let as an alternate bid to allow the most cost effective pavement type to be chosen through the competitive bid process.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the design services, motorist safety could be jeopardized, and the opportunity to capture federal funding for the project could be lost.

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

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

New Project Identification: This is not a new project.

Zip Code: 48065.

29. HIGHWAYS – Time Extension

Amendatory Contract (2007-0367/A1) between MDOT and URS Corporation Great Lakes, Inc., will extend the contract term by six months to provide sufficient time for the consultant to complete the services. The additional time is needed because the Phase 1 mapping and survey services were delayed by adverse weather conditions. The original contract provides for the performances of services required to complete a detailed engineering report for the widening, reconstruction, and addition of a High Occupancy Vehicle (HOV) lane for the multi-lane urban freeway consisting of complex interchanges for I-75 from 12 Mile Road to south of M-59, Oakland County (CS 63174 - JN 88168). The revised contract term will be July 17, 2007, through December 30, 2009. The contract amount remains unchanged at \$2,103,999.10. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This amendment will provide the additional time needed to complete Phase 1 of the project.

Purpose/Business Case: To extend the contract term by six months to provide sufficient time for the consultant to complete the services. The project will provide for the development of a detailed engineering report for the rehabilitation of I-75 from 12 Mile Road to south of M-59 in Oakland County. This information will aid in reducing the footprint developed in the Environmental Impact Statement (EIS) to minimize direct impacts, allow the development of viable construction alternatives with the least disturbance to the community, and allow MDOT to analyze the potential for independent projects within the corridor.

Benefit: This amendment will provide sufficient time for the consultant to complete the required tasks. The project will allow further refinement of the footprint developed in the EIS and will allow MDOT to make informed decisions in the corridor as it develops the construction staging and analyzes possible independent improvements. It will also provide continuing opportunities for stakeholders through Context Sensitive Solutions activities.

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 services cannot be completed. If the necessary engineering reports are not completed, federal funds may be lost and pre-design activities may not be possible.

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

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

New Project Identification: This is a rehabilitation project with the addition of a HOV lane.

Zip Code: 48075.

30. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R1) under Contract (2008-0027) between MDOT and RS Engineering, LLC, will provide for the performance of additional design services and will increase the authorization amount by \$97,103.22. The additional services will include additional soil borings, bridge redesign for aesthetics and non-motorized facility, and structural analysis of traffic signal foundations for the proposed I-96/Latson Road interchange bridge in Livingston County. The original authorization provides for the performance of design services for the proposed I-96/Latson Road interchange bridge in Livingston County (CS 47065 - JN 101622D). The authorization term remains unchanged, September 2, 2008, through November 25, 2010. The revised authorization amount will be \$382,108.30. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is included in MDOT's Five Year Plan. In order to deliver the project on time, MDOT must amend the original authorization to allow the consultant to complete the additional services.

Purpose/Business Case: To provide for the performance of additional design services, including additional soil borings, bridge redesign for aesthetics and non-motorized facility, and structural analysis of traffic signal foundations for the proposed I-96/Latson Road interchange bridge in Livingston County.

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

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

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48843.

31. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z4/R1) under Contract (2008-0029) between MDOT and L. S. Engineering, Inc., will provide for the performance of additional construction inspection and testing services and will increase the authorization amount by \$43,769.97. Additional services are required for the review of temporary supports and additional steel repairs, and an additional level of effort is required for heavy patch work on I-96. The original authorization provides for construction inspection and testing services to be performed for road and bridge rehabilitation work on I-96 over West River Drive, US-131, the Grand River, Monroe Avenue, Coit Road, and I-296 over I-96, Kent County (CS 41025 and 41026 - JN 79084A). The authorization term remains unchanged, April 22, 2009, through November 25, 2010. The revised authorization amount will be \$262,705.40. The contract term is November 26, 2007, through November 25, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Additional construction inspection and testing services are required for the road and bridge rehabilitation project, including reviews of temporary supports, additional steel repairs, and heavy patch work. The level of inspection and testing required for this project is greater than anticipated. The additional services will support the delivery of the construction program in a timely manner.

Purpose/Business Case: To provide for the performance of additional construction inspection and testing services and will increase the authorization amount by \$43,769.97.

Benefit: Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

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

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

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

Cost Reduction: Costs in professional services contracts are based 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 not new project.

Zip Code: 49504.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0060) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for design services to be performed for a wetland mitigation bank of approximately 65 acres along 114th Avenue south of Garfield Street in Section 36 of Spring Lake Township, Ottawa County, to provide mitigation for future Grand River watershed impacts (CS 70900 - JN 101327C). The services will include geotechnical/hydrology evaluation, wetland design, obtaining permits, determining the wetland boundaries, and survey work. The authorization will be in effect from the date of award through December 17, 2010. The authorization amount will be \$126,028.19. The contract term is December 18, 2007, through December 17, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Wetland mitigation is necessary for many MDOT projects. Separate funding for the wetland mitigation template will end in 2011 because of current economic conditions. In order to use the wetland mitigation template funds that have been allocated to this project, this job needs to be let in FY 2010. Therefore, it is critical for this authorization to be approved at this time to provide sufficient time for the design of the wetland mitigation site to be completed.

Purpose/Business Case: To provide for design services to be performed for a wetland mitigation bank of approximately 65 acres along 114th Avenue south of Garfield Street in Spring Lake Township to provide mitigation for future Grand River watershed impacts.

Benefit: Will provide for the establishment of a wetland mitigation bank for future projects that impact wetlands and require mitigation per the Michigan Department of Environmental Quality.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization is not approved and the wetland bank is not constructed, MDOT will not have an established site for mitigation for future projects. MDOT could lose a well-located site that meets all wetland establishment criteria.

Cost Reduction: Costs in professional service contracts are based 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: 49456.

33. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5475) between MDOT and Alpena Township will provide for funding participation in the following construction improvements:

Preliminary engineering and construction work for the relocation of approximately 400 feet of watermain along Highway US 23 between French Road and Industrial Highway including the relocation of a water meter pit approximately 0.3 miles south of Industrial Highway.

Estimated Funds:

Federal Highway Administration Funds	@	SAB	\$112,500
State Restricted Trunkline Funds			\$ 24,950
Alpena Township Funds			\$ 0
Total Funds			<u>\$137,450</u>

ST 04032 – 102994Z; Alpena County
Local Letting

Criticality: This work must be completed prior to work on a reconstruction project that is scheduled to be let in August 2009. Delaying this project would delay the adjacent road construction project.

Purpose/Business Case: Alpena Township will perform or cause to be performed the removal and replacement of watermain in preparation for MDOT's US-23 construction project.

Benefit: Having the Township perform utility improvements will allow the US-23 construction project to commence without delays.

Funding Source: Federal Transportation Enhancement Activities Funds and State Trunkline and Bridge Construction Funds.

Commitment Level: 81.85% federal; 18.15% state.

Risk Assessment: Without this contract, the US-23 road construction project cannot commence.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Utility relocation to allow for improvement to existing roadway.

Zip Code: 49707.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2009-0051) between MDOT and Wade Trim Associates, Inc., will provide for the development of design plans for 6.126 miles of freeway signing upgrade and rehabilitation along I-94 from Rawsonville Road to Hannan Road in Wayne County (CS 82021 - JN 105707C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$222,995.20. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Freeway signing is upgraded annually by MDOT. Projects are selected based on the ages and conditions of the signs in place along various highway segments. Some of the existing signs have already lost their retroreflectivity.

Purpose/Business Case: To provide for the performance of design plans for 6.126 miles of freeway sign upgrading and rehabilitation along I-94 from Rawsonville Road to Hannan Road in Wayne County. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which include permanent non-freeway signing.

Benefit: To improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2009-0052) between MDOT and URS Corporation Great Lakes will provide for the performance of as-needed design services during construction for Intelligent Transportation System (ITS) System Manager services on I-96 and US-23 in Livingston County (CS 84916 - JN 88138A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 4, 2011. The authorization amount will be \$131,642.76. The contract term is November 5, 2008, through November 4, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Proper construction oversight is critical in order to ensure successful deployment of the ITS projects. The System Manager responsibilities will ensure that ITS components are constructed according to MDOT plans and specifications in a timely and cost effective manner.

Purpose/Business Case: To provide for the performance of as-needed design services during construction for ITS System Manager services on I-96 and US-23 in Livingston County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48116.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2009-0096) between MDOT and Wilcox Professional Services, LLC, will provide for the development of design plans for 42.658 miles of freeway signing upgrade along US-10 in Clair, Isabella, and Midland Counties (CS various - JN 105946C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through December 15, 2011. The authorization amount will be \$248,786.35. The contract term is December 16, 2008, through December 15, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Freeway signing is upgraded annually by MDOT. Projects are selected based on the ages and conditions of the signs in place along various highway segments. Some of the existing signs have already lost their retroreflectivity.

Purpose/Business Case: To provide for the performance of design plans for 42.658 miles of freeway sign upgrading along US-10 in Clair, Isabella, and Midland Counties. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which include permanent non-freeway signing.

Benefit: To improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

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

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

* Denotes a non-standard contract/amendment

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

37. ***HIGHWAYS - Design Services**

Contract (2009-0129) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for design services to be performed for the reconstruction of the I-69/I-94 interchange, including ramps, on I-94 from Griswold Road to Lapeer Road and on I-69 from Range Road to the Canadian National Railway tracks in Port Huron Township, St. Clair County (CSs 77023 and 77111 - JNs 85489C, 78887D, and 79545D). The work items include, but are not limited to, the performance of design surveys, the preparation of required plans, the computation of plan quantities, and the preparation of staging plans for maintenance of traffic during construction. The project length is 3.707 miles. The contract will be in effect from the date of award through June 30, 2012. The contract amount will be \$3,875,937.66. Source of Funds: 87.03% Federal Highway Administration Funds and 12.97% State Restricted Trunkline Funds.

Criticality: This project provides for the reconstruction of the I-69/I-94 interchange, including ramps, and the replacement of eight bridges. Most of the existing facilities are more than 50 years old, and some do not meet current design standards.

Purpose/Business Case: To provide for the removal and replacement of the main line pavement along I-69 and I-94 and all ramps and the removal and replacement of eight bridges. The project will include drainage modifications and improvements, ramp lengthening, guardrail replacement, sign replacement, and maintaining traffic to allow the completion of the work.

Benefit: Approval of this contract at this time will allow this project to be coordinated with the Blue Water Bridge corridor project. Aging infrastructure will be replaced and the safety and functionality of the interchange will be improved.

Funding Source: 87.03% Federal Highway Administration Funds and 12.97% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not approved and the services are not provided, the roadway and bridges will continue to deteriorate, the interchange may need to be closed due to unsafe conditions, and maintenance costs will increase. An opportunity would be lost to replace aging infrastructure, improve the safety and functionality of the interchange, and coordinate this project with the Blue Water Bridge corridor project.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

38. *HIGHWAYS - Construction Engineering Services

Contract (2009-0469) between MDOT and HNTB Michigan, Inc., will provide for full construction engineering services to be performed for the reconstruction of I-94 from Freer Road to Parker Road and of I-94 from Freer Road to the Washtenaw and Jackson county line (CS 81104 - JNs 84054A, 105792A). The construction project includes hot mix asphalt cold milling and two course overlay, mainline outside shoulder widening, improvements at Fletcher Road, guardrail, drainage improvements from Parker Road to Freer Road, and resurfacing from Freer Road to the Washtenaw and Jackson county line. The work items include construction administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$1,643,999.69. The contract will be in effect from the date of award through December 31, 2012. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA).

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

Purpose/Business Case: To provide for full construction engineering services to be performed for the reconstruction of I-94 from Freer Road to Parker Road and of I-94 from Freer Road to the Washtenaw and Jackson county line.

Benefit: The inspection and testing will ensure that all parts of the construction are up to current state and federal standards.

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 these services are not approved, the project will lack adequate inspection and testing, which could result in substandard work. Current state and federal standards will not be met, and federal funding could be jeopardized.

Cost Reduction: Costs in professional services contracts are based 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: 48116.

39. HIGHWAYS - IDS Engineering Services

Contract (2009-0480) between MDOT and HNTB Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

40. *HIGHWAYS – Construction Engineering Services

Contract (2009-0481) between MDOT and Tyme Engineering, Inc., will provide for full construction engineering services to be performed for 0.33 miles of sound abatement wall replacement along northbound I-75 between Northline Road and Goddard Road in the city of Southgate, Wayne County, and for the construction of five sound abatement walls at various locations at the I-94/US-24 interchange in the city of Taylor, Wayne County (CSs 82191 and 82022 - JNs 101324A and 88420A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record-keeping, and assisting in the close-out of project documentation. The contract will be in effect from the date of award through January 31, 2011. The contract amount will be \$758,738.20. Source of Funds: 58.13% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009 (ARRA) and 41.87% 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 federal and state requirements.

Purpose/Business Case: This project will provide for full construction engineering services to be performed for sound abatement wall replacement and the construction of five sound abatement walls in Wayne County.

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

Funding Source: 58.13% Federal Highway Administration Funds (ARRA) and 41.87% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not approved, the construction will proceed without proper oversight. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48195 and 48180.

41. *HIGHWAYS - IDS Local Technical Assistance Program Services

Contract (2009-0488) between MDOT and Michigan Technological University will provide for the operation of the Local Technical Assistance Program (LTAP) Center, which provides technical assistance and dissemination of information to local government agencies on an as needed/when needed basis. The contract will be in effect from the date of award through December 31, 2014. The maximum contract amount will be \$2,000,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

42. HIGHWAYS - IDS Engineering Services
 Contract (2009-0491) between MDOT and Muxlow Surveying Services, LLC, dba Muxlow Surveying & Engineering will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
43. *HIGHWAYS - IDS Expert Witness Services
 Contract (2009-0492) between MDOT and Rudny & Sallmann Forensics of Illinois, LLC, will provide for the performance of various expert witness services, including research and investigatory services and testimony, in the defense of lawsuits filed against MDOT 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 \$2,000,000. The maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.
44. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2009-5155) between MDOT and the Mackinac County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category D Funds:

Aggregate surface course, subbase, and aggregate shoulders work along Charles Moran Road from approximately 1.4 miles west of Mackinac Trail westerly 0.5 miles.

Estimated Funds:

Federal Highway Administration Funds	\$73,300
State Restricted TED Funds	\$18,300
Mackinac County Road Commission Funds	\$ 0
Total Funds	<u>\$91,600</u>

EDDF 49555 - 84637

Local Force Account

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

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

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

Funding Source: Federal Surface Transportation Program Funds and State TED Funds.

Commitment Level: 80% federal, 20% state.

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

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

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49781.

45. HIGHWAYS - Participation for State Local Bridge Construction Contract

Amendatory Contract (2009-5160) between MDOT and the Village of Ravenna will provide for funding participation in the construction of the following improvements under the State Local Bridge Program:

PART A

The removal and replacement of structure B01 of 61-18-21, which carries Main Street over Crockery Creek, Section 11, T10N, R14W, Ravenna Township, Muskegon County, Michigan, the reconstruction of the approaches to the structure for approximately 573 feet southerly and 388 feet northerly of the structure.

PART B

Nameplate installation work for structure B01 of 61-18-21, which carries Main Street over Crockery Creek.

The purpose of this amendment is to provide for the inclusion of utility relocation work being done on a force account basis as part of the Part A portion of the project and the increase in the estimated Part A portion of the project cost. No changes are being made to the Part B portion of the project.

Estimated Funds:

	<u>ORIGINAL</u>	<u>PART A AMEND.</u>	<u>TOTAL</u>
State Restricted Trunkline Funds	\$1,287,400	\$21,600	\$1,309,000
Village of Ravenna Funds	\$ 67,800	\$ 1,100	\$ 68,900
Total Funds	<u>\$1,355,200</u>	<u>\$22,700</u>	<u>\$1,377,900</u>

MCS 61018 – 89667; Muskegon County
Amendment

Criticality: This amendment will allow the County to be reimbursed with state funds for eligible costs associated with work necessary for the completion of the project. Delaying this project would keep the Village from receiving the proper financial assistance for eligible costs associated with this project.

Purpose/Business Case: To amend the original contract to include costs incurred by the Village for utility relocation work, which are eligible for reimbursement with state funds.

Benefit: Will allow the Village to receive state funds for costs that are eligible for reimbursement.

Funding Source: State Restricted Trunkline Funds and Village of Ravenna Funds for Part A; Village of Ravenna Funds for Part B.

Commitment Level: 95% state, 5% Village of Ravenna for Part A; 100% Village of Ravenna Funds for Part B.

Risk Assessment: Without this amendment, the Village cannot receive state funds for costs incurred for utility relocation work necessary for the completion of the project.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49451.

* Denotes a non-standard contract/amendment

46. HIGHWAYS - Participation for Local Agency Construction Contract Contract (2009-5172) between MDOT and the Schoolcraft County Road Commission will provide for participation in the following improvements:

Aggregate surface course and traffic control work along County Road 435 (Little Harbor Road) from Beachwood Road to Schuster Road.

Estimated Funds:

Federal Highway Administration Funds	\$74,700
Schoolcraft County Road Commission Funds	<u>\$18,700</u>
Total Funds	<u>\$93,400</u>

STL 75001 - 105661
Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the roadway structure. Delaying this project would adversely affect motorist safety.

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Improved and extended life of the roadway.

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

Commitment Level: 80% federal, 20% 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 roadway.

Zip Code: 49854.

47. HIGHWAYS - Participation for Local Agency Construction Contract Contract (2009-5173) between MDOT and the Schoolcraft County Road Commission will provide for participation in the following improvements:

Guardrail removal and slope flattening work along Leduc Road (County Road 440) from approximately 100 feet east of Beckman Road easterly 1000 feet.

Estimated Funds:

Federal Highway Administration Funds	\$71,600
Schoolcraft County Road Commission Funds	<u>\$17,900</u>
Total Funds	<u>\$89,500</u>

STH 75609 - 105062
Local Force Account

Criticality: This work is intended to provide a roadside area for safe use by an errant vehicle. Delaying this project would adversely affect the safety of the motoring public.

Purpose/Business Case: To improve roadside safety.

Benefit: Improved roadside safety.

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

Commitment Level: 80% federal, 20% 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 roadway.

Zip Code: 49854.

48. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2009-5177) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category D Funds and Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as TED Category D Funds:

Hot mix asphalt paving work along Marcellus Highway from Twin Lakes Road to approximately 0.09 miles east of Hatch Street, including shoulder, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds (TED)	\$29,800
Federal Highway Administration Funds	\$29,800
State Restricted TED Funds	\$14,800
Local Agency Funds	\$ 0
Total Funds	<u>\$74,400</u>

EDDF 14555 - 105568

Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State TED Funds.

Commitment Level: 80% federal; 20% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49047.

49. HIGHWAYS – Participation for Local Agency Construction Contract
 Contract (2009-5178) between MDOT and the Cass County Road Commission will provide for participation in the following improvements:

Hot mix asphalt paving work along Indian Lake Road from Middle Crossing Street northerly approximately one mile, including shoulder, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds	\$64,700
Cass County Road Commission Funds	<u>\$16,200</u>
Total Funds	<u>\$80,900</u>

STL 14009 - 105559
 Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure. Delaying this project would adversely affect motorist safety.

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Improved and extended life of the roadway.

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

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

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49047.

50. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2009-5179) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category D Funds and Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as TED Category D Funds:

Hot mix asphalt paving work along Cassopolis Road from Grange Street to Mason Street, including trenching, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds (TED)	\$28,200
Federal Highway Administration Funds	\$28,200
State Restricted TED Funds	\$14,100
Local Agency Funds	\$ 0
Total Funds	<u>\$70,500</u>

EDDF 14555 - 105554
 Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State TED Funds.

Commitment Level: 80% federal; 20% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49112.

51. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2009-5181) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category D Funds and Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as TED Category D Funds:

Hot mix asphalt paving work along Calvin Center Road from approximately 765 feet south of Bonine Street northerly to Highway M-60, including shoulder, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds (TED)	\$28,000
Federal Highway Administration Funds	\$28,000
State Restricted TED Funds	\$14,100
Local Agency Funds	\$ 0
Total Funds	<u>\$70,100</u>

EDDF 14555 - 105595

Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State TED Funds.

Commitment Level: 80% federal; 20% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49031.

52. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2009-5182) between MDOT and the Cass County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category D Funds and Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as TED Category D Funds:

Hot mix asphalt paving work along May Street from Conrad Road to approximately 265 feet west of Brizadine Road and along Redfield Street from Conrad Road to the tracks of the Canadian National Railway, including clearing, tree removal, shoulder, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds (TED)	\$30,200
Federal Highway Administration Funds	\$30,200
State Restricted TED Funds	\$15,200
Local Agency Funds	<u>\$ 0</u>
Total Funds	<u>\$75,600</u>

EDDF 14555 - 105557

Local Force Account

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

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

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

Funding Source: Federal Equity Bonus Funds, Federal Surface Transportation Program Funds, and State TED Funds.

Commitment Level: 80% federal; 20% state.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49112.

* Denotes a non-standard contract/amendment

53. HIGHWAYS - Participation for Omissions and Errors

Contract (2009-5194) between MDOT and Parsons Brinkerhoff Michigan, Inc., will provide for reimbursement by the consultant for additional materials, labor, remobilization work, construction engineering, and inspection services required for the completion of the construction of noise abatement wall SWA07 of 39024, located along the south side of Highway I-94 between the interchanges of Highway I-94 with Highway US-131 and Highway I-94 with Oakland Drive, in accordance with requirements in the environmental assessment.

Estimated Funds:

Federal Highway Administration Funds	\$ 71,157
State Restricted Trunkline Funds	\$ 17,789
Parsons Brinkerhoff, Michigan, Incorporated Funds	<u>\$311,054</u>
Total Funds	<u>\$400,000</u>

HPSL 39024 - 89166; Kalamazoo County
Originally let August 2006

Criticality: The noise wall work is required by the environmental assessment. Delaying this work could jeopardize federal funding for previously completed portions of work performed under the same job number and would prevent MDOT from billing the consultant.

Purpose/Business Case: To provide for reparation by the consultant for additional costs required for completion of the construction project.

Benefit: Reimbursement by the consultant for additional materials, labor, remobilization work, construction engineering, and inspection services required for the completion of the construction of noise abatement wall SWA07 of 39024, located along the south side of Highway I-94 between the interchanges of Highway I-94 with Highway US-131 and Highway I-94 with Oakland Drive, in accordance with requirements in the environmental assessment.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, and Parsons Brinkerhoff Michigan, Inc., Funds.

Commitment Level: Federal funds are fixed at \$71,157; state funds are fixed at \$17,789; and 100 percent of the remainder, estimated at \$311,054, will be provided by Parsons Brinkerhoff Michigan, Inc.

Risk Assessment: Without this agreement, MDOT will not be able to bill the consultant.

Cost Reduction: Negotiated price with the contractor is to be repaid by the consultant.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49024.

54. HIGHWAYS - Participation for Local Agency Contract
 Contract (2009-5201) between MDOT and the Road Commission for Oakland County will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, equipment management, and “Fast-Trac” traffic system management work.

Estimated Funds:

Federal Highway Administration Funds	\$1,520,000
Road Commission for Oakland County Funds	<u>\$ 380,000</u>
Total Funds	<u>\$1,900,000</u>

CM 63400 - 103494

No Letting

Criticality: The funding is being used in conjunction with this project to improve air quality by minimizing traffic congestion and delays. Delaying this project would adversely affect Michigan’s goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants.

Purpose/Business Case: To provide for the operation and maintenance of a traffic system management center.

Benefit: Continued maintenance of a system whose intent is to maximize efficiency of traffic operations and increase safety.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and Road Commission for Oakland County Funds.

Commitment Level: \$1,520,000 not to exceed 80% federal and the balance by the Road Commission for Oakland County.

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

Cost Reduction: Local agency to perform the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Continued maintenance of existing traffic management system.

Zip Code: 48025.

55. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2009-5206) between MDOT and the Huron County Road Commission will provide for participation in the following improvements:

Railroad crossing permanent sign upgrading work at 53 locations countywide.

Estimated Funds:

Federal Highway Administration Funds	\$49,900
Huron County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$49,900</u>

HRRR 32609 - 104467

Local Force Account

Criticality: This project will increase the visibility of railroad-highway crossings. Delaying this project would adversely affect motorist safety.

Purpose/Business Case: To upgrade signs.

Benefit: Increased safety.

Funding Source: Federal High Risk Rural Roads Funds.

Commitment Level: 100% federal.

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 signs.

Zip Code: 48413.

56. HIGHWAYS (Real Estate) - IDS Real Estate Title Services

Contract (2009-0485) between MDOT and Huron Title Company will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate 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 \$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.

57. *PASSENGER TRANSPORTATION - Time Extension

Amendatory Contract (95-0793/A13) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by six months to provide sufficient time for the completion of the testing required to support the Incremental Train Control System (ITCS) implementation, in particular, the verification and validation (V&V) of the project and testing of the new radio system to meet Federal Railroad Administration (FRA) standards. Receipt of the new higher frequency, more dependable radios has been delayed, and as a result, testing with a high-railer and a test train has not been completed. The radio testing is vital to the V&V in case the testing results in software changes. The V&V portion of the project will provide the FRA with certification needed to allow Amtrak to increase speeds above 99 miles per hour (mph) (to 100 mph and 110 mph in 2009). When the radio testing and V&V is completed, Amtrak should be allowed to extend the ITCS territory an additional 20 miles without duplication of previous testing. The original contract provides funding for the demonstration of a high-speed positive train control project on a segment of the federally-designated Detroit-Chicago High-Speed Rail Corridor. This project is undertaken in an effort to increase safety and decrease travel times on the high-speed rail corridor. The revised contract term will be June 9, 1995, through December 31, 2009. The contract amount remains unchanged at \$39,758,349. Source of Funds: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Transportation Systems Global Signaling (General Electric) Funds - \$4,916,569.

Criticality: Approval of this amendment is critical because without the additional time, the ITCS project cannot be completed, and the investment of time and money already spent to construct and test the system would be lost. If the project is not completed, MDOT will not be allowed to increase train speeds to 110 mph, and the system will not be expanded.

Purpose/Business Case: To extend the contract term by six months to provide sufficient time for Amtrak to complete the V&V portion of the project, as required by the FRA, in order to pursue increased train speeds of 110 mph and create a viable rail transportation option for travelers.

* Denotes a non-standard contract/amendment

Benefit: Amtrak received approval from the FRA in November of 2005 to increase train speeds to 95 mph in select areas. The additional time will allow further testing and allow the ITCS to be implemented on other segments of the corridor and other passenger routes. The completion of the ITCS implementation, partnered by MDOT, Amtrak, General Electric, and the FRA, will provide Michigan with the second fastest rail corridor in the United States without costly pretesting. This is a first of its kind system with the potential to revolutionize high-speed rail travel.

Funding Source: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Funds - \$4,916,569.

Commitment Level: The contract amount remains unchanged and the contract term will be extended by six months under this amendment.

Risk Assessment: If this amendment is not approved, the ITCS project will not be completed and implemented. The V&V segment must be completed to obtain FRA approval for train speeds of 110 mph.

Cost Reduction: A completed, validated, and FRA-approved ITCS system will dramatically reduce the per-mile cost for future installations of the positive control train system that will be required for train speeds in excess of 79 mph in other areas of Michigan and the country. An FRA-approved system will eliminate pretesting costs for future expansions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

58. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z26/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the authorization term by 18 months to provide sufficient time for DDOT to complete the bus rehabilitation project. Due to facility capacity issues, DDOT delayed the bus overhaul project until the central hoists project was completed. The revised authorization term will be June 28, 2006, through December 27, 2010. The authorization amount remains unchanged at \$25,681,731. The toll credit amount remains unchanged at \$3,336,346. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$23,881,731; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,800,000.

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

Purpose/Business Case: To extend the authorization term by 18 months to provide sufficient time for DDOT to complete the bus rehabilitation project.

Benefit: Increased public safety through improved transportation infrastructure.

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

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

59. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z29/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the authorization term by 18 months to provide sufficient time for DDOT to complete the maintenance facility rehabilitation project. The project was delayed because DDOT lacked sufficient funds to carry out the project as originally planned, and revisions to keep the project within the available funding amount put the project behind schedule. The original authorization provides state matching funds for DDOT's FY 2006 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 20, 2006, through January 19, 2011. The authorization amount remains unchanged at \$11,898,038. The toll credit amount remains unchanged at \$152,286. 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 - \$9,670,715; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$2,227,323.

Criticality: Approval at this time is critical to allow the rehabilitation of one of DDOT's maintenance facilities, which is necessary to maintain safe operation of transit vehicles.

Purpose/Business Case: To extend the authorization term by 18 months to provide sufficient time for DDOT to complete the maintenance rehabilitation project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds- \$9,670,715; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$2,227,323.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

60. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z10/R5) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Kent County, will extend the authorization term by one year to provide sufficient time for ITP to complete the Intelligent Transportation System (ITS) project. The additional time is needed to resolve operational and installation issues with the ITS project. The original authorization provides state matching funds for ITP's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be June 16, 2003, through June 15, 2010. The authorization amount remains unchanged at \$8,496,052. 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 - \$6,796,841; FY 2002, FY 2003, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,652,011; ITP Funds - \$47,200.

Criticality: Approval of this revision is critical to ensure that the necessary transportation infrastructure project is completed.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for ITP to resolve operational and installation issues related to the ITS project.

Benefit: Increased public safety through improved transportation infrastructure.

* Denotes a non-standard contract/amendment

Funding Source: FTA Funds - \$6,796,841; FY 2002, FY 2003, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,652,011; ITP Funds - \$47,200.

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 for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49503.

61. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z33/R1) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Kent County, will extend the authorization term by one year to provide sufficient time for ITP to complete the Intelligent Transportation System (ITS) project. The additional time is needed to resolve operational and installation issues with the ITS project. The original authorization provides state matching funds for ITP's FY 2004 and FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 25, 2006, through September 24, 2010. The authorization amount remains unchanged at \$1,311,222. The toll credit amount remains unchanged at \$116,613. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,165,591; FY 2006 State Restricted Comprehensive Transportation Funds - \$145,631.

Criticality: Approval of this revision is critical to ensure that the necessary transportation infrastructure project is completed.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for ITP to resolve operational and installation issues related to the ITS project.

Benefit: Increased public safety through improved transportation infrastructure.

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

Commitment Level: Authorization amount is based on cost estimates.

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

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

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

New Project Identification: This is not a new project.

Zip Code: 49503.

62. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z12/R3) 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 two years to provide sufficient time for SMART to complete the projects. The additional time is needed because of delays in securing adequate funding for the projects and delays in completing the security systems and digital voice announcer/automated vehicle locator (AVL) system upgrade line items due to the complexities of the technology involved. 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, 2011. 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 complete the projects.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for SMART to complete the facility renovation and the upgrades of the security and digital voice announcer/AVL systems.

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.

63. PASSENGER TRANSPORTATION – Time Extension

Amendatory Contract (2006-0486/A3) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by 15 months to provide sufficient time for Amtrak to complete the project. The additional time is needed because additional environmental testing must be undertaken due to the size of the facility. The original contract provides state funds for stabilization repairs to the historic Jackson Depot and the adjacent storage facility, including foundation, masonry, roofing, and related repairs. The revised contract term will be September 1, 2006, through September 30, 2010. The contract amount remains unchanged at \$300,000. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$300,000.

Criticality: Approval of this extension is critical to allow Amtrak to complete the renovations necessary at this historic train depot. If the work to stabilize the depot and the adjacent express (storage) facility is not performed, the degradation of this site will continue to pose health and safety threats to employees and rail passengers.

Purpose/Business Case: To extend the contract term by 15 months to provide sufficient time for Amtrak to complete environmental testing on both buildings, complete the prioritization of specific tasks in the work plan, and execute the stabilization plan for the Jackson Depot and the adjacent express (storage) facility.

Benefit: Will allow the historic buildings identified in the Jackson Depot Intermodal Feasibility Study to be stabilized, while providing sufficient time for the study committee to complete an application seeking further funding from the federal enhancement program. The study will help the property to be developed into an operational intermodal facility.

Funding Source: FY 2006 State Restricted Comprehensive Transportation Funds - \$300,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, Amtrak will not have sufficient time to complete all the work included in the work plan, the buildings will continue to deteriorate, and the preservation of the site will be impaired.

Cost Reduction: If these repairs are not completed at this time, the integrity of the existing buildings will continue to decline, requiring more extensive work and additional funding.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49201.

64. - PASSENGER TRANSPORTATION - Section 5311 Operating Assistance Program

130. The following project authorization revisions under master agreements between MDOT and the following agencies will provide additional FY 2009 Federal Section 5311 Nonurbanized Area Formula Program grant funds for nonurban public transportation services. The total amount added to the project authorizations will be \$5,292,504. Payment to the local agencies under the authorizations will not exceed 16 percent of their eligible expenses. The funding is 100 percent Federal Transit Administration (FTA) funds; state funds are not required. The authorization terms remain unchanged, October 1, 2008, through September 30, 2009. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: FTA Funds - \$13,244,583.

	<u>Agreement/ Auth. Number</u>	<u>Agency</u>	<u>Revision Amount</u>	<u>Total</u>
64.	2007-0156/Z4/R1	Adrian, City of	\$ 26,978	\$ 67,445
65.	2007-0157/Z15/R1	Allegan County Board of Commissioners	\$ 69,468	\$173,670
66.	2007-0158/Z5/R1	Alma, City of	\$ 33,664	\$ 84,161
67.	2007-0159/Z13/R1	ALTRAN Transit Authority (Alger County)	\$ 46,146	\$115,365
68.	2007-0162/Z15/R1	Ann Arbor Transportation Authority	\$ 51,514	\$128,784
69.	2007-0163/Z7/R1	Antrim County Board of Commissioners	\$ 46,074	\$115,184
70.	2007-0168/Z5/R1	Barry County Board of Commissioners	\$ 53,475	\$133,688
71.	2007-0170/Z9/R1	Bay Area Transportation Authority (Grand Traverse County)	\$399,268	\$998,171
72.	2007-0171/Z17/R1	Bay Metropolitan Transportation Authority - Arenac	\$ 37,236	\$ 93,089
73.	2007-0171/Z18/R1	Bay Metropolitan Transportation Authority – Bay	\$205,451	\$513,628
74.	2007-0173/Z5/R1	Belding, City of	\$ 14,691	\$ 36,728
75.	2007-0175/Z9/R1	Benzie Transportation Authority	\$133,792	\$334,480

* Denotes a non-standard contract/amendment

76.	2007-0176/Z8/R1	Berrien County Board of Commissioners	\$ 92,800	\$232,000
77.	2007-0177/Z4/R1	Big Rapids, City of	\$ 26,803	\$ 67,008
78.	2007-0178/Z13/R1	Blue Water Area Transportation Commission (St. Clair County)	\$171,261	\$428,152
79.	2007-0179/Z11/R1	Branch Area Transit Authority	\$ 94,205	\$235,512
80.	2007-0183/Z5/R1	Cadillac/Wexford Transit Authority	\$120,064	\$300,160
81.	2007-0185/Z16/R1	Capital Area Transportation Authority (Ingham County)	\$ 87,714	\$219,285
82.	2007-0187/Z7/R1	Caro Transit Authority	\$ 55,376	\$138,439
83.	2007-0188/Z5/R1	Cass County Transportation Authority	\$ 38,342	\$ 95,856
84.	2007-0190/Z5/R1	Charlevoix County Board of Commissioners	\$ 66,676	\$166,689
85.	2007-0191/Z11/R1	Cheboygan County Board of Commissioners	\$ 51,189	\$127,972
86.	2007-0193/Z9/R1	Clare County Board of Commissioners	\$ 92,840	\$232,100
87.	2007-0195/Z7/R1	Clinton Area Transit System	\$ 86,884	\$217,210
88.	2007-0198/Z7/R1	Crawford County Transportation Authority	\$ 98,714	\$246,784
89.	2007-0199/Z7/R1	Delta Area Transit Authority	\$ 67,840	\$169,600
90.	2007-0203/Z4/R1	Dowagiac, City of	\$ 12,906	\$ 32,266
91.	2007-0204/Z13/R1	Eastern U. P. Transportation Authority (Chippewa County)	\$ 29,678	\$ 74,196
92.	2007-0205/Z6/R1	Eaton County Transportation Authority	\$160,811	\$402,028
93.	2007-0211/Z8/R1	Gladwin County Board of Commissioners	\$ 85,448	\$213,621
94.	2007-0212/Z6/R1	Gogebic County Transit	\$ 29,263	\$ 73,157
95.	2007-0216/Z11/R1	Greater Lapeer Transportation Authority	\$100,174	\$250,436
96.	2007-0217/Z4/R1	Greenville, City of	\$ 22,272	\$ 55,680
97.	2007-0219/Z4/R1	Hancock, City of	\$ 10,548	\$ 26,370
98.	2007-0223/Z4/R1	Hillsdale, City of	\$ 28,723	\$ 71,808
99.	2007-0226/Z7/R1	Houghton, City of	\$ 25,235	\$ 63,088
100.	2007-0227/Z7/R1	Huron County Board of Commissioners	\$101,997	\$254,992
101.	2007-0229/Z5/R1	Interurban Transit Authority (Allegan County)	\$ 40,412	\$101,030
102.	2007-0231/Z11/R1	Ionia, City of	\$ 35,519	\$ 88,796
103.	2007-0233/Z5/R1	Iosco County Board of Commissioners	\$ 21,441	\$ 53,603
104.	2007-0235/Z10/R1	Isabella County Transportation Commission	\$267,293	\$668,232
105.	2007-0236/Z13/R1	Jackson Transportation Authority, City of	\$ 58,282	\$145,706
106.	2007-0239/Z13/R1	Kalamazoo, City of	\$156,671	\$391,676

* Denotes a non-standard contract/amendment

107.	2007-0240/Z6/R1	Kalkaska Public Transit Authority	\$ 50,592	\$126,480
108.	2007-0243/Z12/R1	Lenawee County Board of Commissioners	\$ 30,409	\$ 76,022
109.	2007-0246/Z6/R1	Ludington Mass Transportation Authority	\$ 94,902	\$237,256
110.	2007-0250/Z5/R1	Manistee County Board of Commissioners	\$ 92,480	\$231,200
111.	2007-0252/Z12/R1	Marquette County Transit Authority	\$187,564	\$468,911
112.	2007-0253/Z7/R1	Marshall, City of	\$ 26,772	\$ 66,930
113.	2007-0254/Z18/R1	Mass Transportation Authority (Genesee County)	\$106,104	\$265,261
114.	2007-0257/Z9/R1	Mecosta Osceola Transit Authority	\$ 33,299	\$ 83,248
115.	2007-0259/Z4/R1	Midland, City of	\$115,273	\$288,184
116.	2007-0260/Z4/R1	Midland County Board of Commissioners	\$116,832	\$292,079
117.	2007-0273/Z5/R1	Ogemaw County Board of Commissioners	\$ 37,556	\$ 93,891
118.	2007-0274/Z7/R1	Ontonagon County Board of Commissioners	\$ 39,773	\$ 99,434
119.	2007-0276/Z6/R1	Otsego County Board of Commissioners	\$ 98,003	\$245,008
120.	2007-0282/Z6/R1	Roscommon County Transportation Authority	\$116,688	\$291,719
121.	2007-0284/Z11/R1	Saginaw Transit Authority Regional Services	\$ 18,298	\$ 45,744
122.	2007-0285/Z5/R1	Sanilac County Board of Commissioners	\$ 70,381	\$175,952
123.	2007-0287/Z8/R1	Sault Ste. Marie, City of	\$ 25,470	\$ 63,674
124.	2007-0288/Z6/R1	Schoolcraft County Board of Commissioners	\$ 30,720	\$ 76,800
125.	2007-0290/Z12/R1	Shiawassee Area Transportation Agency	\$ 59,669	\$149,173
126.	2007-0292/Z16/R1	St. Joseph County Transportation Authority	\$ 69,269	\$173,172
127.	2007-0294/Z22/R1	Suburban Mobility Authority for Regional Transportation (Wayne County)	\$ 71,395	\$178,488
128.	2007-0295/Z12/R1	Thunder Bay Transportation Authority	\$160,221	\$400,553
129.	2007-0299/Z6/R1	Van Buren County Board of Commissioners	\$ 83,589	\$208,971
130.	2007-0302/Z11/R1	Yates Township	\$102,107	\$255,267

Criticality: Approval of these revisions is critical to secure additional federal operating assistance funds for continued bus transit service.

Purpose/Business Case: To provide additional Federal Section 5311 Operating Assistance funds for nonurban public transportation services for FY 2009.

Benefit: These federal funds will help to support the level of public transportation provided in these nonurban areas.

Funding Source: FTA Funds - \$5,292,504.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not approving these revisions is the loss of federal funds.

Cost Reduction: Authorization amounts are determined by the FTA and are not negotiated.

Selection: N/A.

New Project Identification: These are not new projects.

Zip Code: 48909.

131. PASSENGER TRANSPORTATION - Section 5317 Program

Project Authorization Revision (Z9/R1) under Master Agreement (2007-0178) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will add a bus shelters line item, will move \$250,000 from the service operations line item to the bus shelters line item, will reduce the toll credit amount by \$75,000, and will extend the authorization term by one year to provide sufficient time for BWATC to complete the project. Due to changing priorities based on customer demand, the funds will be moved to the bus shelter line item to allow BWATC to build bus shelters that will be more accommodating for disabled passengers. The original authorization provides state matching funds for BWATC's FY 2008 and FY 2009 Federal Section 5317 New Freedom Program grant. The revised authorization term will be July 1, 2008, through September 30, 2010. The authorization amount remains unchanged at \$296,654. The revised toll credit amount will be \$73,327. 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 - \$296,654.

Criticality: Approval of this revision is critical to allow BWATC to build bus shelters that will better accommodate disabled passengers.

Purpose/Business Case: To provide a new bus shelters line item, move \$250,000 from the service operations line item to the bus shelters line item, reduce the toll credit amount by \$75,000, and extend the authorization term by one year.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$296,654.

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: 48060.

132. PASSENGER TRANSPORTATION - Section 5308 Program

Project Authorization (Z17) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds for CATA's FY 2008 Federal Section 5308 Clean Fuels Program grant for the purchase of hybrid and diesel buses for CATA, the Eaton County Transportation Authority, and the Clinton Area Transit System. The authorization will be in effect from February 10, 2009, through February 9, 2012. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,139,110. 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 - \$999,999; FY 2009 State Restricted Comprehensive Transportation Funds - \$139,111.

Criticality: Approval of this authorization is critical at this time to allow CATA to purchase replacement buses to ensure passenger safety and improve air quality.

Purpose/Business Case: To provide state matching funds for CATA's FY 2008 Federal Section 5308 Clean Fuels Program grant for the purchase of hybrid and diesel buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$999,999; FY 2009 State Restricted Comprehensive Transportation Funds - \$139,111.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48910.

133. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z6/R1) under Master Agreement (2007-0198) between MDOT and the Crawford County Transportation Authority (Authority) will increase the authorization amount by \$39,875 in insurance proceeds. One of the Authority's vehicles was destroyed in an accident, and the resulting insurance proceeds will be used to assist with the purchase of one additional replacement bus. The original authorization provides state matching funds for the Authority's FY 2008 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, September 25, 2008, through September 24, 2011. The revised authorization amount will be \$234,120. 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 - \$155,396; FY 2008 State Restricted Comprehensive Transportation Funds - \$38,849; Insurance Funds - \$39,875.

Criticality: Approval of this revision is critical to allow the Authority to replace the vehicle destroyed in the accident so transportation services in Crawford County may continue.

Purpose/Business Case: To increase the authorization amount by \$39,875 in insurance proceeds to assist with the purchase of one additional replacement bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$155,396; FY 2008 State Restricted Comprehensive Transportation Funds - \$38,849; Insurance Check Funds - \$39,875.

* Denotes a non-standard contract/amendment

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this revision is not approved, the Authority may not be able to replace the destroyed vehicle using the insurance proceeds.

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: 49738.

134. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z1) under Master Agreement (2009-0473) between MDOT and the Grand Valley Metropolitan Council, in Grand Rapids, will provide federal funds under the FY 2008 Federal Section 5304 State Planning and Research Program grant for the conduct of a transportation needs assessment in Kent County. The authorization will be in effect from June 1, 2009, through May 31, 2011. The authorization amount will be \$150,000. The term of the master agreement is from June 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$120,000; FY 2009 State Restricted Comprehensive Transportation Funds - \$30,000.

Criticality: Approval of this authorization is critical to allow the transit agency to conduct a needs assessment and identify options to improve transportation services in Kent County.

Purpose/Business Case: To conduct a transportation needs study in Kent County.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$120,000; FY 2009 State Restricted Comprehensive Transportation Funds - \$30,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

135. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z1) under Master Agreement (2009-0479) between MDOT and the Washtenaw Area Transportation Study will provide federal funds and state matching funds under the FY 2008 Federal Section 5304 State Planning and Research Program grant for the conduct of a public opinion survey of the current transit service and the proposed rail service between the cities of Howell and Ann Arbor in Livingston and Washtenaw Counties. The authorization will be in effect from June 1, 2009, through May 31, 2011. The authorization amount will be \$120,000. The term of the master agreement is from June 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$96,000; FY 2009 State Restricted Comprehensive Transportation Funds - \$24,000.

Criticality: Approval of this authorization is critical to allow the transit agency to conduct a public opinion survey of transit service in Livingston and Washtenaw Counties.

Purpose/Business Case: To conduct a public opinion survey in Livingston and Washtenaw Counties.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$96,000; FY 2009 State Restricted Comprehensive Transportation Funds - \$24,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48103.

136. TRANSPORTATION PLANNING – Transportation Planning Activities

Authorization (Z8) under Master Agreement (2009-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The metropolitan process will promote consistency between transportation improvements and state and local planned growth and economic development patterns. The authorization will be in effect from July 1, 2009, through June 30, 2010. The authorization amount will be \$2,494,439. The term of the master agreement is October 1, 2009, through September 30, 2011. Source of Funds: 80% Federal Transit Administration Funds and 20% SEMCOG Funds.

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

Purpose/Business Case: To provide for the undertaking of transportation planning activities at the local and regional levels in southeast Michigan. Metropolitan planning organizations (MPOs) are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement.

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

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

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

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of federal dollars for transportation planning activities.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

137. - TRANSPORTATION PLANNING – Transportation Planning Activities

140. The following authorizations under Master Agreement (2009-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the undertaking of transportation planning activities for the following urbanized areas. The authorizations will be in effect from July 1, 2009, through June 30, 2010. The term of the master agreement is from October 1, 2009, through September 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

	<u>Auth.</u>	<u>Urbanized Area</u>	<u>FHWA Funds</u>	<u>SEMCOG Funds</u>	<u>Total</u>
137.	Z9	Ann Arbor	\$ 454,598	\$ 100,806	\$ 555,404
138.	Z10	Detroit	\$5,962,011	\$1,322,059	\$7,284,070
139.	Z11	Port Huron	\$ 166,504	\$ 36,922	\$ 203,426
140.	Z12	Monroe/Toledo	\$ 69,958	\$ 15,513	\$ 85,471

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

Purpose/Business Case: To provide for the undertaking of transportation planning activities for four urbanized areas in Southeast Michigan. Metropolitan planning organizations (MPOs) are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement.

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

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

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

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

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

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

141. *TRANSPORTATION PLANNING – Jurisdictional Transfer

Memorandum of Understanding (MOU) (2009-0470) between MDOT and the Osceola County Road Commission will transfer jurisdiction of Old US-31/Mackinac Trail from the south Osceola county line, which coincides with the centerline of Meceola Road, northerly to the south city limits of Reed City, which coincide with 3 Mile Road, a distance of 3.01 miles, from MDOT to the Osceola County Road Commission. MDOT will also provide the Road Commission with \$1,447,200 in federal funding and \$361,800 in state funding for the design and construction of improvements to the roadway segment. Jurisdiction will transfer upon the date of award of the MOU. The MOU amount will be \$1,809,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate levels of government. Correct assignments of jurisdiction allow roadways to receive priority ranking, which is critical to the allocation of limited funds available to road agencies for improvements.

Purpose/Business Case: To transfer jurisdiction of Old US-31/Mackinac Trail from the south Osceola county line, which coincides with the centerline of Meceola Road, northerly to the south city limits of Reed City, which coincide with 3 Mile Road, a distance of 3.01 miles, from MDOT to the Osceola Road Commission. MDOT will provide Osceola Road Commission with \$1,809,000 in federal and state funding for the design and construction of improvements to the roadway segment.

Benefit: The transfer of jurisdiction of the portion of Old US-31/Mackinac Trail from MDOT to the Osceola County Road Commission will free MDOT funds to be spent on higher ranking roadways in the area. Transferring jurisdiction now will allow the Osceola County Road Commission to design and construct a project on its county primary road that will exceed what MDOT has designed and constructed for a low-ranking, "unsigned" state highway. The Osceola County Road Commission will also be able to take advantage of cost efficiencies available to local agencies that are not available to MDOT.

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

Commitment Level: The federal and state funds will be provided to the Osceola County Road Commission so it can undertake needed roadway improvements.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning and low priority roadway on its inventory of state roads. Over time, the costs of retaining such trunklines will far outweigh the contract costs of future jurisdictional transfers.

Cost Reduction: The transfer of federal funds and lump sum payment of state funds has been negotiated between MDOT and the Osceola County Road Commission. When the MOU is effective, MDOT will no longer have maintenance responsibility for the roadway transferred to the Osceola County Road Commission.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49677.

142. *TRANSPORTATION PLANNING - Urban Model Improvement Program

Contract (2009-0471) between MDOT and Post, Buckley, Schuh & Jernigan, Inc., dba PBS&J will provide for the development of Michigan-specific estimation parameters for small urban travel demand models, the incorporation of best practices into MDOT's modeling process, and the development of a model development technical manual for small urban models in Michigan. The contract will be in effect from the date of award through March 31, 2011. The contract amount will be \$431,242.27. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The Urban Model Improvement Program (UMIP) is critical to improving results and increasing the sophistication of urban travel demand models so that additional technical and policy questions can be addressed. Better tools are needed to assist decision makers on how to best allocate limited transportation funds.

Purpose/Business Case: The purpose of this project is to improve the urban travel demand model's forecasting ability by incorporating Michigan specific household travel data into the modeling process. This will allow the modeling results to better reflect travel characteristics in Michigan. The models currently use national default data or old Michigan-specific data that does not reflect current travel patterns. The project also will enhance the models by adding features that will allow MDOT to address a greater number of transportation issues and policy questions. New components include time-of-day, feedback loops, truck modeling, and a delta matrix. Existing model components will be enhanced to include updates to industry best practices. The consultant will develop a model development technical manual for small urban models in Michigan and will train MDOT staff in model usage.

Benefit: This project will enable Michigan's travel demand models to address a greater number of transportation questions being asked by internal and external customers. The travel demand models need to be updated to include best practices and utilize data that directly captures how Michigan residents are traveling. Understanding the process and being able to replicate it and use the technical manual to develop future travel demand models is an important purpose of this contract. MDOT staff will be doing most of the data analysis with guidance from the consultant so the information documented will be understandable to future MDOT modelers.

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

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

Risk Assessment: If the contract is not approved and the services are not provided, MDOT travel demand models will not be updated to include current Michigan-specific travel data, and the modeling results will not accurately reflect current travel characteristics in Michigan. MDOT will not be able to use the models to address additional technical and policy issues and will not have accurate and up to date models upon which to base the prioritization of projects and the allocation of limited transportation funding.

Cost Reduction: Costs will be reimbursed on a milestone basis.

Selection: Best value.

New Project Identification: This is not a new project.

Zip Code: 48909.

143. *TRANSPORTATION PLANNING - IDS Research Services

Contract (2009-0478) between MDOT and Michigan State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through four years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

144. TRANSPORTATION PLANNING – IDS University Research Services

Authorization (Z1) under Contract (2009-0478) between MDOT and Michigan State University will provide for the addition of Michigan environmental constraints into the Highway Performance Monitoring System (HPMS) as mandated by the national HPMS steering committee. The services will provide for more efficient and timely environmental clearances for MDOT projects. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$83,659.49. The contract term is June 16, 2009, through June 15, 2013. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is critical to supporting the FHWA mandate that environmental constraints be added to the HPMS database by 2010. The HPMS is a tool that contains information supplied by state departments of transportation for all public roads and is essential to transportation planning. MDOT needs to understand the environmental impacts associated with the HPMS corridors in Michigan to evaluate and rank these segments for potential social, economic, and environmental impacts under the National Environmental Policy Act. Currently, the data exists in a format that does not allow the HPMS segments to be reviewed in a timely manner.

Purpose/Business Case: The project consists of creating handheld field data collection units loaded with base mapping components, including the highway system, aerial maps, and topographic maps to which MDOT protected areas, invasive species, migratory birds, wildlife observation, protected and rare plant and animal species, and special communities will be added. Web access to the data collected will be provided to MDOT.

Benefit: This project will provide for more efficient, accurate, and timely environmental clearances for construction projects. It will assist MDOT environmental specialists in collecting data within state rights-of-way for future project evaluations. The services will allow MDOT to meet federal requirements for environmental evaluation of HPMS highway segments for endangered species by 2010.

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

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If the services are not approved, an opportunity will be lost to improve the efficiency, accuracy, and timeliness of environmental reviews for HPMS segments and other projects; mitigation costs may increase to offset future impacts associated with improper planning; and MDOT will not be in compliance with federal requirements.

Cost Reduction: Costs are on an actual cost basis not to exceed the authorization maximum amount.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

145. M-18 (Cross) at Brown Street, City of Beaverton, Gladwin County
26011-01-004

	<u>Estimated Installation Cost</u>
City of Beaverton Funds	\$ 1,712
State Restricted Trunkline Funds	\$ 1,712
FHWA Funds	<u>\$ 34,241</u>
Total	<u>\$ 37,665</u>

146. M-24 (Lapeer Road) at Stadium Drive, Orion Township, Oakland County
63112-01-026

	<u>Estimated Installation Cost</u>
Road Commission for Oakland County Funds	\$ 11,920
State Restricted Trunkline Funds	<u>\$ 24,202</u>
Total	<u>\$ 36,122</u>

147. M-13 (Washington Avenue) at Ezra Rust Drive, City of Saginaw, Saginaw County
73051-01-003

	<u>Estimated Installation Cost</u>
City of Saginaw Funds	\$ 2,890
State Restricted Trunkline Funds	\$ 2,890
FHWA Funds	<u>\$ 57,801</u>
Total	<u>\$ 63,581</u>

148. M-81 at Washington (Fire Station), City of Caro, Tuscola County
79061-08-012

	<u>Estimated Installation Cost</u>
State Restricted Trunkline Funds	\$ 2,568
FHWA Funds	<u>\$ 25,683</u>
Total	<u>\$ 28,251</u>

Criticality: This item is critical because it is necessary to collect money due the State of Michigan.

Purpose/Business Case: Act 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of standard cost agreements, cities, villages, and boards are reimbursed for labor and materials for installation, annual electrical power usage, and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for motorists. The cost agreements establish funding responsibility for the operation of the electronic devices. MDOT uses the information from completed cost agreements to collect money from agencies that share fiscal responsibility for routine maintenance and utility costs.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment Level: Costs as shown on the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for installation operation.

Cost Reduction: Fixed costs as shown on the cost agreement.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: Installation/modernization of electronic devices.

Zip Code: 48612, 48359, 48601, 48723.

POST AWARD REPORTING

CONTRACTS

149. **2008-0216/A1**

Pre Approval Date:	May 19, 2009	Eng. Est.	Award Amount
Award Date:	June 4, 2009	\$7,000,000.00	\$6,999,942.65
Control Section/Job Number: 84917-105819A			
Completion Date:	December 31, 2015		
Motor City Electric Technologies, Inc.			

Original Contract Amount:	\$4,208,402.70
Amended Amount:	<u>\$6,999,942.65</u>
Revised Total	<u>\$11,208,345.35</u>

Description of services:

The additional services include the modernization and upgrade of system components necessary to provide an integrated, seamless communication path to the Michigan Intelligent Transportation System (MITS) Center and continued effective operation of the field devices. The original contract provides for design services to be performed for the replacement and integration of Intelligent Transportation System (ITS) infrastructure devices in the Metro Region.

DESIGN/BUILD WORK ORDERS

150. **HIGHWAYS – Design/Build Engineering Services**

Work Order (Z1) under Contract (2009-0134) between MDOT and Parsons Brinckerhoff Michigan, Inc., provides for design services to be performed for assistance in the preparation of Request for Proposal documents for the rehabilitation of a non-motorized path design build project in Metro Region (JN 105836C). The work order was awarded on March 26, 2009, and will be in effect through February 8, 2015. The work order amount is \$550,814.14. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

151. **HIGHWAYS – Design/Build Engineering Services**

Work Order (Z2) under Contract (2009-0134) between MDOT and Parsons Brinckerhoff Michigan, Inc., provides for design services to be performed for assistance in the preparation of Request for Proposal documents for the installation of dynamic message signs and environmental sensor stations design/build project at various locations in the North Region (JN 105847C). The work order was awarded on April 10, 2009, and will be in effect through February 8, 2015. The work order amount is \$122,587.39. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

152. HIGHWAYS – Design/Build Engineering Services
Work Order (Z3) under Contract (2009-0134) between MDOT and Parsons Brinckerhoff Michigan, Inc., provides for design services to be performed for assistance in the preparation of Request for Proposal documents for the installation of dynamic message signs design/build project at various locations in the Superior Region (JN 105846C). The work order was awarded on April 10, 2009, and will be in effect through February 8, 2015. The work order amount is \$95,811.07. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
153. HIGHWAYS – Design/Build Engineering Services
Work Order (Z4) under Contract (2009-0134) between MDOT and Parsons Brinckerhoff Michigan, Inc., provides for design services to be performed for assistance in the preparation of Request for Proposal documents for the installation of dynamic message signs and environmental sensor stations design/build project at various locations in the North and Superior Regions (JN 102226C). The work order was awarded on March 31, 2009, and will be in effect through February 8, 2015. The work order amount is \$87,887.52. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
154. HIGHWAYS – Design/Build Engineering Services
Work Order (Z1) under Contract (2009-0135) between MDOT and Wilcox Professional Services, LLC, provides for design services to be performed for assistance in the preparation of Request for Proposal documents for the roadway reconstruction design/build project on I-475 from I-75 to I-69 in Genesee County (CS 25132 – JN 44785C). The work order was awarded on May 18, 2009, and will be in effect through January 27, 2015. The work order amount is \$637,242.79. Source of Funds: 100% Federal Highway Administration Funds/American Recovery and Reinvestment Act of 2009.
155. HIGHWAYS - Design/Build Engineering Services
Work Order (Z1) under Contract (2009-0136) between MDOT and HNTB Michigan, Inc., provides for design services to be performed for assistance in the preparation of Request for Proposal documents for the roadway reconstruction design/build project on I-94 from east of Sargent Road to the Washtenaw county line in Jackson County (JN 105785C). The work order was awarded on June 2, 2009, and will be in effect through January 25, 2015. The work order amount is \$999,842.35. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.
156. HIGHWAYS – Design/Build Engineering Services
Work Order (Z1) under Contract (2009-0137) between MDOT and URS Corporation Great Lakes provides for design services to be performed for assistance in the preparation of Request for Proposal documents for the roadway reconstruction design/build project on I-96 from M-43 to Wacousta Road in Clinton County (JN 45639C). The work order was awarded on March 16, 2009, and will be in effect through January 25, 2015. The work order amount is \$335,235.03. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

157. HIGHWAYS – Design/Build Engineering Services
 Work Order (Z3) under Contract (2009-0137) between MDOT and URS Corporation Great Lakes provides for design services to be performed for assistance in the preparation of Request for Proposal documents for the fiber optic cable installation design/build project on M-6 and I-96, Kent County (JN 105798C). The work order was awarded on March 31, 2009, and will be in effect through January 25, 2015. The work order amount is \$32,509.67. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
158. HIGHWAYS – Design/Build Engineering Services
 Work Order (Z4) under Contract (2009-0137) between MDOT and URS Corporation Great Lakes provides for design services to be performed for assistance in the preparation of Request for Proposal documents for the installation of dynamic message signs design/build project in the Grand Region, Kent County (CS 84913 – JN 105799C). The work order was awarded on May 28, 2009, and will be in effect through January 25, 2015. The work order amount is \$169,444.75. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
159. HIGHWAYS – Design/Build Engineering Services
 Work Order (Z5) under Contract (2009-0137) between MDOT and URS Corporation Great Lakes provides for design services to be performed for assistance in the preparation of Request for Proposal documents for the fiber optic cable installation design/build project on M-6 and I-96, Kent County (JN 102226C). The work order was awarded on March 31, 2009, and will be in effect through January 25, 2015. The work order amount is \$40,239.15. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

PRE APPROVALS

BID LETTING

STATE PROJECTS

- | | | |
|------|--|--|
| 160. | LETTING OF JUNE 25, 2009
PROPOSAL 0906615
PROJECT AR1 63052-72404
LOCAL AGRMT. 09-5106
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 25, 2009 | ENGINEER'S ESTIMATE
\$ 5,153,126.40 |
|------|--|--|

1.29 mi of concrete pavement repairs, hot mix asphalt reconstruction and overlay, curb and gutter replacement, sign replacement, and sidewalk on US-24BR (Square Lake Road) from US-24 (Telegraph Road) to M-1 (Woodward Avenue), Oakland County. This project includes two 5 year materials and workmanship pavement warranties.

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

10.00 % DBE participation required

161. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906616 \$ 960,302.74
PROJECT MX 77111-103238, ETC
LOCAL AGRMT. 09-5151
START DATE - JULY 06, 2009
COMPLETION DATE - OCTOBER 15, 2009

0.63 mi of road realignments, hot mix asphalt resurfacing, sanitary and watermain removal and replacement, cul-de-sac construction, minor drainage improvements, and security berm construction on Gratiot Avenue, State Street, Forest Street, Armour Street, and State Street in the city of Port Huron, St. Clair County.

Portions of this project are funded with American Recovery and Reinvestment Act funds.

0.00% DBE participation required

162. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906617 \$ 557,104.86
PROJECT ARE1 82252-103542
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 12, 2009

0.64 mi of landscaping and fence replacement on I-75 (Chrysler Freeway) from GTWRR to north of Commor Street in the city of Hamtramck, Wayne County.

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

10.00 % DBE participation required

163. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906620 \$ 18,055,219.76
PROJECT AR1 82123-79529, ETC
LOCAL AGRMT. 09-5249
START DATE - 10 days after award
COMPLETION DATE - AUGUST 27, 2010

Removal of two abandoned railroad structures, bridge rehabilitation with deck replacements, shoulder widening, thin epoxy overlays, deck patching, joint replacements, sidewalk repairs, steel repairs, complete painting, zone painting, pin and hanger replacements, bearing replacements, substructure repairs, thrie beam retrofits, approach work, and freeway lighting for 11 structures on I-96 in the city of Detroit, Wayne County. This project includes a 2 year bridge painting warranty.

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

5.00 % DBE participation required

164. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907001 \$ 2,171,897.43
PROJECT AR1 50111-105851, ETC
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 28, 2009

5.26 mi of pavement repair, cold milling and resurfacing, shoulder reconstruction, and pavement markings on I-94 at 9 Mile Road, 10 Mile Road, and 23 Mile Road, and on M-19 from 33 Mile Road to Ashery Creek in the city of St. Clair Shores, Macomb County.

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

10.00 % DBE participation required

165. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907018 \$ 8,576,533.67
PROJECT IM 33084-104136, ETC
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 15, 2009

15.05 mi of hot mix asphalt cold milling and resurfacing, temporary widening and crossover construction, box culvert extension, concrete pavement repairs, and guardrail on I-96 from west of College Road easterly to M-52, Ingham County. This project includes a 3 year pavement performance warranty.

Portions of this project are funded with American Recovery and Reinvestment Act funds.

10.00 % DBE participation required

166. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907019 \$ 5,159,071.87
PROJECT AR1 73051-45909
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 19, 2012

1.20 mi of road and intersection reconstruction including grading, hot mix asphalt paving, concrete curb and gutter, combined sewer separation, watermain replacement, and safety improvements on M-13 from Hess Road northerly to north of M-46 and on M-46 from Harris Street easterly to Lincoln Street in the city of Saginaw, Saginaw County. This project includes a 5 year materials and workmanship pavement warranty.

A 2009 highway preventive maintenance project.

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

8.00 % DBE participation required

167. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907020 \$ 735,057.55
PROJECT AR1 54014-106142
LOCAL AGRMT.
START DATE - SEPTEMBER 09, 2009
COMPLETION DATE - OCTOBER 30, 2009

Substructure repair, deck patching, pin and hanger replacement, joint replacement, end header replacement, and zone painting on Old State Road over US-131 southbound and northbound, Mecosta County.

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

3.00 % DBE PARTICIPATION REQUIRED

168. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907021 \$ 6,171,757.07
PROJECT AR1 82022-88420
LOCAL AGRMT. 09-5191
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 20, 2012

1.36 mi of soundwall and earth berm construction on I-94
at the US-24 interchange in the city of Taylor, Wayne
County.

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

7.00 % DBE participation required

169. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907023 \$ 3,475,940.33
PROJECT AR1 11015-100292
LOCAL AGRMT.
START DATE - AUGUST 03, 2009
COMPLETION DATE - JUNE 25, 2010

18.08 mi of median cable barrier and guardrail upgrades
on I-94 from US-12 to I-94BL in the village of Stevensville,
city of Bridgman, Berrien County.

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

3.00 % DBE participation required

170. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907024 \$ 733,882.96
PROJECT AR1 64015-106143
LOCAL AGRMT.
START DATE - AUGUST 03, 2009
COMPLETION DATE - MAY 17, 2010

Substructure repairs, deck patching, partial deck
replacement at fascias, joint replacement, pin and hanger
replacement, zone painting, barrier replacement, end header
replacement, and approach work on Taylor Road over US-31,
Oceana County.

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

0.00 % DBE participation required

171. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907025 \$ 684,693.54
PROJECT AR1 16033-90216
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 18, 2009

1.16 mi of hot mix asphalt cold milling and resurfacing,
minor curb and gutter, sidewalk, guardrail, and storm sewer
work on US-23 in the city of Cheboygan, Cheboygan County.

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

2.00 % DBE participation required

172. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907026 \$ 468,665.21
PROJECT AR1 41122-106144
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - MAY 21, 2010

Substructure repairs, deep overlay, joint replacement, pin
and hanger replacement, thrie beam retrofit, fascia beam and
zone painting, and approach work on M-57 over White Pine
Trail, Kent County.

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

5.00 % DBE participation required

173. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907027 \$ 433,163.86
PROJECT AR1 56044-105849
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - 40 working days

Placement of penetrating floodcoat on 16 bridge decks on
US-10 from Sturgeon Road easterly to I-75 and on
M-20/US-10BR from Saginaw Road easterly to Waldo Road
in the city of Midland, Bay and Midland Counties.

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

0.00 % DBE participation required

174. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907032 \$ 56,922,987.60
PROJECT AR1 63043-55850
LOCAL AGRMT.
START DATE - 3 days after award
COMPLETION DATE - SEPTEMBER 19, 2012

5.61 mi of freeway widening and reconstruction including ramp reconstruction, storm sewer and culvert replacement, permanent signing, MITS installation, and rehabilitation of 9 structures on M-59 from Crooks Road to Ryan Road in the cities of Rochester Hills and Sterling Heights, Oakland and Macomb Counties. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

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

8.00 % DBE participation required

LOCAL PROJECTS

175. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906607 \$ 1,352,265.75
PROJECT ARU 63459-104702
LOCAL AGRMT. 09-5240
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 13, 2009

1.00 mi of cold milling and concrete pavement repairs, hot mix asphalt resurfacing, concrete curb, gutter, and ADA sidewalk ramps on Campbell Road from 13 Mile Road northerly to 14 Mile Road in the cities of Madison Heights and Royal Oak, Oakland County.

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

5.000 % DBE participation required

176. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906611 \$ 708,928.80
PROJECT ARU 63459-106776
LOCAL AGRMT. 09-5241
START DATE - AUGUST 17, 2009
COMPLETION DATE - OCTOBER 30, 2009

1.16 mi of cold milling hot mix asphalt and concrete pavement, pavement joint and crack repairs, hot mix asphalt resurfacing, concrete curb, gutter, base course, sidewalk, and ADA ramps, and drainage structures on Crooks Road from Main Street northerly to Webster Road in the city of Royal Oak, Oakland County.

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

5.000 % DBE participation required

177. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906613 \$ 627,581.00
PROJECT ARU 50458-106726
LOCAL AGRMT. 09-5245
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 30, 2009

0.49 mi of cold milling hot mix asphalt and concrete, hot mix asphalt resurfacing, concrete pavement repairs, and earthwork on 12 Mile Road from Palm Beach to Hoover Road, Macomb County.

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

5.00 % DBE participation required

178. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906619 \$ 1,453,449.70
PROJECT ARU 25049-106186
LOCAL AGRMT. 09-5244
START DATE - 10 days after award
COMPLETION DATE - JUNE 30, 2010

1.10 mi of pavement removal, concrete pavement and repairs, cold milling hot mix asphalt, resurfacing, and earthwork on Clio Road from Pierson Road to Carpenter Road, Genesee County.

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

10.00 % DBE participation required

179. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906622 \$ 670,998.00
PROJECT ARU 41401-106263
LOCAL AGRMT. 09-5212
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 31, 2009

2.50 mi of hot mix asphalt road resurfacing including base crushing, guardrail upgrades, and pavement markings on 84th Street from Cherry Valley Avenue to Whitneyville Avenue, Kent County.

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

0.00 % DBE participation required

180. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906623 \$ 431,815.30
PROJECT ARL 32063-76475
LOCAL AGRMT. 09-5228
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 30, 2009

2.68 mi of hot mix asphalt resurfacing and aggregate shoulders on Atwater Road from Parisville Road easterly to west of Ruth Road, Huron County.

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

0.00 DBE participation required

181. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906624 \$ 375,532.50
PROJECT ARU 19400-106361
LOCAL AGRMT. 09-5256
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 18, 2009

1.00 mi of hot mix asphalt cold milling pavement and resurfacing on East Clark Road from US-127BR to Wood Road, Clinton County.

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

0.00 % DBE participation required

182. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906626 \$ 268,535.30
PROJECT ARU 19400-106377
LOCAL AGRMT. 09-5254
START DATE - AUGUST 24, 2009
COMPLETION DATE - 30 calendar days

0.61 mi of hot mix asphalt cold milling pavement and resurfacing, concrete sidewalk, curb, and gutter improvements on West Main Street from Norris Road to Scott Street in the city of Dewitt, Clinton County.

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

0.00 % DBE participation required

183. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906632 \$ 583,038.50
PROJECT ARU 41401-106399
LOCAL AGRMT. 09-5207
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 31, 2009

0.33 mi of road reconstruction, pavement removal, watermain construction, storm sewer, drainage structures, concrete curb, gutter, sidewalk, and ramps, hot mix asphalt paving, and pavement markings on Lake Drive from the west city limits of East Grand Rapids to Plymouth Road, Kent County.

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

5.00 % DBE participation required

184. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906633 \$ 358,616.00
PROJECT ARU 41401-106227, ETC
LOCAL AGRMT. 09-5202
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 30, 2009

0.90 mi of hot mix asphalt cold milling and resurfacing, concrete sidewalk ramps and joint repairs, and pavement markings in the city of Grandville, Kent County.

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

0.00 % DBE participation required

185. LETTING OF JUNE 25, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0906635 \$ 804,095.75
PROJECT ARU 33400-106385
LOCAL AGRMT. 09-5258
START DATE - AUGUST 17, 2009
COMPLETION DATE - OCTOBER 16, 2009

1.00 mi of hot mix asphalt base crushing and shaping,
drainage improvements, and hot mix asphalt paving on East
Mount Hope Avenue from the west city limits to the east city
limits of East Lansing, Ingham County.

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

5.00 % DBE participation required

186. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907006 \$ 992,675.70
PROJECT EDDF 59555-105422, ETC
LOCAL AGRMT. 09-5233
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 18, 2009

5.94 mi of hot mix asphalt resurfacing, aggregate shoulders
and base conditioning, and guardrail on Condensery
Road from Vickeryville Road to Crystal Road, on Youngman
Road from M-57 to Wise Road, and on Stanton Road from West
County Line Road to Dagget Road, Montcalm County.

Portions of this project are funded with American
Recovery and Reinvestment Act funds.

5.00 % DBE participation required

187. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907007 \$ 980,903.56
PROJECT ARUL 13411-106107, ETC
LOCAL AGRMT. 09-5227
START DATE - 10 days after award
COMPLETION DATE - 45 working days

3.62 mi of hot mix asphalt base crushing and shaping, cold milling and resurfacing, trenching, aggregate shoulders, concrete curb, gutter, sidewalk, and ADA ramps on Beckley Road from Stone Jug Road easterly to Helmer Road, on Capital Avenue SW from the south city limits of Battle Creek northerly to Beckley Road, and on Jackson Street W from Bedford Road (M-37) easterly to Agnel Street in the cities of Battle Creek and Springfield, Calhoun County.

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

5.00 % DBE participation required

188. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907015 \$ 1,505,510.00
PROJECT ARUL 39566-102767
LOCAL AGRMT. 09-5271
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 16, 2009

2.52 mi of hot mix asphalt base crushing, shaping, and resurfacing, aggregate base and shoulders, culvert and drainage structures, concrete curb and gutter, ditching, and guardrail upgrades on S Avenue from Sprinkle Road easterly to 29th Street, Kalamazoo County.

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

3.00 % DBE participation required

189. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907016 \$ 870,404.06
PROJECT ARU 63459-104626
LOCAL AGRMT. 09-5261
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 23, 2009

1.02 mi of cold milling concrete and hot mix asphalt pavement, concrete pavement cracking and seating, culvert, sewer, drainage structure, hot mix asphalt resurfacing, concrete pavement repairs, guardrail, concrete curb and gutter, ADA ramps, and traffic signal upgrades on Orchard Lake Road from 8 Mile Road northerly to Grand River Avenue in the cities of Farmington and Farmington Hills, Oakland County.

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

0.00 % DBE PARTICIPATION REQUIRED

190. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907017 \$ 348,355.00
PROJECT ARUL 11400-106003
LOCAL AGRMT. 09-5265
START DATE - SEPTEMBER 08, 2009
COMPLETION DATE - OCTOBER 16, 2009

0.13 mi of reconstruction including machine grading, storm sewer, drainage structures, concrete curb, gutter, sidewalk, and ADA ramps, hot mix asphalt resurfacing, sanitary sewer, and watermain on Park Street from Lake Boulevard to Main Street in the city of Saint Joseph, Berrien County.

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

0.00 % DBE PARTICIPATION REQUIRED

SUBCONTRACTS

191.	B & B Environmental Services, Inc. 490 Quarterline Road Newaygo, MI 49337	Low Bid: Optional 1st Year: Engineer's Estimate: Over/Under:	\$ 90,835.50 \$ 90,835.50 \$ 200,000.00 - .55%
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Description of Work: Catch Basin Cleaning

Approval is requested to authorize the Kent County Road Commission to award a subcontract for catch basin cleaning at various locations on state trunklines in Kent County. An estimated 1,477 total basins need to be cleaned in Kent County. Costs are based on a set unit cost per hour that remains fixed throughout the term of the contract. MDOT found the cost to be reasonable and competitive with costs in surrounding counties. Language in the subcontract allows the subcontract to be extended for one additional year upon the mutual agreement of the parties. The project was advertised, and seven bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through November 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the catch basins and tiles will plug, and drainage may back up on state trunklines. The backup of drainage could lead to road flooding, which could result in hazardous road conditions and could require costly repairs.

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

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Failure to perform this activity would cause the catch basins and tiles to plug, which would result in drainage backups or flooding of trunklines. This could lead to costly road repairs.

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

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

Zip Code: 49337.

192.	Bacco Construction	Low Bid:	\$ 99,200
	P.O. Box 458	Engineer's Estimate:	\$ 102,021
	Iron Mountain, MI 49801	Over/Under:	- 2.8%

Description of Work: Cold Milling and Hot Mix Asphalt Overlay

Approval is requested to authorize the Dickinson County Road Commission to award a subcontract for cold milling and hot mix asphalt (HMA) overlay in conjunction with the installation of a weigh-in-motion scale on M-95 in Sagola Township, Dickinson County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Installation of the weigh-in-motion scale will assist the Michigan State Police Motor Carrier Division to enforce the weight limits of the State of Michigan. This will be helpful in preventing infrastructure damage related to overloaded commercial vehicle traffic.

Purpose/Business Case: To provide for cold milling and HMA overlay in conjunction with the installation of a weigh-in-motion scale on M-95 in Sagola Township, Dickinson County.

Benefit: The subcontract 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 the 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: 49801.

193.	Midwest Trenchless Services	Low Bid	\$ 98,217.50
	351 West 136th Street	Engineer's Estimate	\$ 100,000.00
	Grant, MI 49349	Over/Under	-1.8%

Description of Work: Culvert Liner Installation

Approval is requested to authorize the Clare County Road Commission to award a subcontract for the installation of nine culvert liners on US-127 in Clare, M-30 in Midland, and M-57 in Gratiot County. The culvert repairs are needed to prevent the rusted culvert bottoms from washing out during times of high water flow. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the culverts will continue to deteriorate and could wash out, causing the road to collapse.

Purpose/Business Case: To provide for the repair of culverts with flexible liners to extend their service lives. The liners will be placed in the culverts at various locations on US-127 in Clare, M-30 in Midland, and M-57 in Gratiot County.

Benefit: Will provide for safer highways by installing liners in culverts that have rusted and need to be repaired. Some of the existing culverts have already deteriorated to the point that they have holes in them.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

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

Risk Assessment: The culverts are in need of new liners to extend their service lives. If the culverts are not repaired, the bottoms will rust and wash out during times of high water flow. The loss of material below the culverts could cause voids under the roads, which could cause the roads to collapse.

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: 49349.

194.	Niewoonder and Sons, Inc.	Low Bid:	\$ 139,353.09
	2319 North Drake	1st Optional Year:	\$ 70,647.15
	Kalamazoo, MI 49006	2nd Optional Year:	\$ 70,647.15

Description of Work: Mowing

Approval is requested to authorize the Calhoun County Road Commission to award the two optional years of a subcontract for the provision of roadside mowing on various trunklines in Calhoun County. The original two-year subcontract was approved by the State Administrative Board (SAB) on May 1, 2007. The lowest bid was rejected because of documented poor past performance. The second lowest bidder was selected. The revised subcontract term will be May 1, 2007, through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed on various trunklines in Calhoun County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 49006.

195.	Seal Coating Plus, LLC	Low Bid:	\$ 56,750
	P.O. Box 46	1st Year:	\$ 27,250
	Marshall, MI 49068	2nd Year:	\$ 29,500
		1st Optional Year:	\$ 29,500
		Engineer's Estimate:	\$ 58,173
		Over/Under:	- 2.4%

Description of Work: Street Sweeping and Pickup

Approval is requested to authorize the Calhoun County Road Commission to award a two-year subcontract for street sweeping on approximately 50 miles of state trunklines throughout Calhoun County. Costs are based on a set unit cost per mile, including bridge decks. MDOT found the cost to be reasonable and competitive with the costs in surrounding counties. Language in the subcontract allows the subcontract to be extended for one additional year upon the mutual agreement of the parties. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

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

Purpose/Business Case: To provide for street-sweeping with vacuum type equipment along state trunklines and barrier walls and for debris disposal on state trunklines in Calhoun 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: 49068.

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: 49070.

197. LETTING OF JUNE 05, 2009
 PROPOSAL 0906045
 PROJECT STH 70063-38207
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 04, 2011

ENG. EST. LOW BID
 \$ 3,179,817.37 \$ 2,569,436.87

% OVER/UNDER EST.
 -19.20 %

10.40 mi of median barrier cable construction, guardrail,
 and storm sewer work on I-96 from M-104 easterly to the east
 Ottawa County line, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C L Trucking & Excavating, LLC	\$ 2,569,436.87	Same	1 **
Kammaing & Roodvoets, Inc.	\$ 2,655,665.82	Same	2
Rite Way Fence, Inc.	\$ 2,675,846.04	\$ 2,675,781.04	3
Snowden, Inc.	\$ 2,709,361.89	Same	4
M & M Excavating Co., Inc.	\$ 2,759,449.21	Same	5
Nashville Construction Company	\$ 2,778,965.72	Same	6
Milbocker and Sons, Inc.	\$ 2,791,240.13	Same	7
Schippers Excavating, Inc.	\$ 2,828,078.14	Same	8
Kalin Construction Co., Inc.	\$ 2,832,756.94	Same	9
C & D Hughes, Inc.	\$ 2,885,525.71	\$ 2,869,925.71	10
L.J. Construction, Inc.	\$ 2,893,179.52	Same	11
Diversco Construction Company, Inc.	\$ 3,036,187.97	Same	12
Nagel Construction, Inc.	\$ 3,089,491.01	Same	13
Tri-Valley Landscaping, Inc.	\$ 3,448,348.30	\$ 3,447,388.30	14
J & J Contracting, Inc.			
Wadel Stabilization, Inc.			
Dean's Landscaping & Excavating			
J. Slagter & Son Construction Co.			
RMD Holdings, Ltd.			
Dale Dukes & Sons, Inc.			

14 Bidders

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

Purpose/Business Case: 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:

38207A

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

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

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

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

New Project Identification: Reconstruction.

Selection: Low Bid.

Zip Code: 49404.

198. LETTING OF JUNE 05, 2009
 PROPOSAL 0906049
 PROJECT STE 84914-89643
 LOCAL AGRMT. 09-5083
 START DATE - JULY 06, 2009
 COMPLETION DATE - JUNE 26, 2010

ENG. EST. LOW BID
 \$ 1,328,623.38 \$ 1,141,845.25

% OVER/UNDER EST.
 -14.06 %

5.42 mi of hot mix asphalt non-motorized path construction, clearing, and culvert work on the Southern Links Trail from the village of Otter Lake northwesterly to the village of Millington, Tuscola and Genesee Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.J. Construction, Inc.	\$ 1,141,845.25	Same	1 **
Novak Construction	\$ 1,160,641.51	Same	2
Heystek Contracting, Inc.	\$ 1,168,212.00	Same	3
Wooten Contracting Co.	\$ 1,207,392.27	Same	4
McDowell Construction , L.L.C.	\$ 1,222,183.45	Same	5
Davis Construction, Inc.	\$ 1,314,561.30	Same	6
Dan's Excavating, Inc.	\$ 1,319,698.20	Same	7
Zito Construction	\$ 1,361,072.70	Same	8
L. A. Construction, Corp.	\$ 1,369,080.85	Same	9
Saginaw Asphalt Paving Company	\$ 1,378,319.84	Same	10
Geiersbach Construction, Inc.	\$ 1,420,062.90	Same	11
Pro-Line Asphalt Paving Corp.	\$ 1,444,577.41	Same	12
Fisher Contracting Company	\$ 1,444,953.12	Same	13
Rohde Bros. Excavating, Inc.	\$ 1,446,138.00	Same	14
Milbocker and Sons, Inc.	\$ 1,473,076.77	Same	15
Champagne and Marx Excavating, Inc.	\$ 1,507,139.89	Same	16
3-S Construction, Inc.	\$ 1,541,120.10	Same	17
Mead Bros. Excavating Inc.			
Anlaan Corporation			
Walter Toebe Construction Company			
C & D Hughes, Inc.			
L. W. Lamb, Inc.			
CRS/Shaw Contracting Co.			
C & G Myers Construction, LLC			
M & M Excavating Co., Inc.			

17 Bidders

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

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to 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 Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

89643A
 Federal Highway Administration Funds 80.00 %
 (Transportation Enhancement Funds)
 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: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 48746.

199. LETTING OF JUNE 05, 2009
 PROPOSAL 0906050 \$ ENG. EST. 763,516.48 \$ LOW BID 639,289.84
 PROJECT IM 41029-90110
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2009 -16.27 %

2.00 mi of replacing existing freeway lights on I-196 from M-45 easterly to Monroe Avenue in the city of Grand Rapids, Kent County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 639,289.84	Same	1 **
J. Ranck Electric, Inc.	\$ 648,328.09	Same	2
Rauhorn Electric, Inc.	\$ 684,618.54	Same	3
Alpha Electric, Inc.	\$ 689,444.41	Same	4
Windemuller Electric, Inc.	\$ 707,714.00	Same	5
Metropolitan Power & Lighting, Inc.			
DVT Electric, Inc			
Severance Electric Co., Inc.			
J.R. Howell; Airport Lighting, LLC			

5 Bidders

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

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

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

Funding Source:

90110A

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

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

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

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

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49525.

200.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906053	\$ 248,726.00	\$ 259,051.20
	PROJECT BHI 11017-102228		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 09, 2009		
	COMPLETION DATE - OCTOBER 24, 2009		4.15 %

Hot mix asphalt bridge deck overlay, substructure patching, and approaches on I-94 westbound over M-140, Berrien County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 259,051.20	Same	1 **
J. Slagter & Son Construction Co.	\$ 269,682.40	Same	2
Midwest Bridge Company	\$ 294,512.00	Same	3
Davis Construction, Inc.	\$ 300,251.88	Same	4
L. W. Lamb, Inc.			

4 Bidders

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

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

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

Funding Source:

102228A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49098.

201.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906054	\$ 362,446.81	\$ 300,580.81
	PROJECT IM 17034-103207		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 16, 2009		-17.07 %

0.39 mi of tower lighting replacement at the interchange of I-75 and Easterday Avenue in the city of Sault Ste. Marie, Chippewa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 300,580.81	Same	1 **
Windemuller Electric, Inc.	\$ 329,504.91	Same	2
Roy Electric Company, Inc.	\$ 360,910.00	Same	3
Rauhorn Electric, Inc.	\$ 374,431.15	Same	4
J.R. Howell; Airport Lighting, LLC	\$ 388,514.06	Same	5
Metropolitan Power & Lighting, Inc.			
Strain Electric Company			
Severance Electric Co., 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: Freeway lighting is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems.

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

Funding Source:

103207A

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

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

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

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

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49783.

202.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906055	\$ 231,968.08	\$ 209,969.58
	PROJECT IMG 41025-105748		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 18, 2009		-9.48 %

2.40 mi of overhead sign upgrades on I-96 at Belt Line Avenue in the city of Grand Rapids, Kent County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 209,969.58	Same	1 **
Action Traffic Maintenance, Inc.	\$ 212,881.48	Same	2
Midwest Bridge Company	\$ 227,704.24	Same	3
Highway Service Company, Inc.	\$ 235,278.46	\$ 235,128.46	4
Martell Electric, LLC			
J & J Contracting, Inc.			

4 Bidders

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

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

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

Funding Source:

105748A

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 upgrades.

Selection: Low Bid.

Zip Code: 49525.

203.	LETTING OF JUNE 05, 2009 PROPOSAL 0906057 PROJECT AR1 52043-84231 LOCAL AGRMT. START DATE - JULY 13, 2009 COMPLETION DATE - AUGUST 20, 2010	ENG. EST. \$ 2,298,934.88	LOW BID \$ 3,022,104.80
			% OVER/UNDER EST. 31.46 %

3.50 mi of intersection reconstruction including construction of a roundabout, roadway reconstruction, hot mix asphalt joint repairs, traffic signal upgrades, signing, pavement markings, and drainage on US-41/M-28 at the Front Street intersection and on US-41 from the M-28/Cherry Creek Road intersection to Big Creek Road in the city of Marquette, Marquette County. This project includes a 3 year pavement performance warranty and two 5 year materials and workmanship pavement warranties.

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

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Associated Constructors, LLC	\$ 3,022,104.80	Same	1 **
Bacco Construction Company	\$ 3,333,871.45	Same	2
Oberstar Inc.	\$ 3,407,533.74	Same	3
Smith Paving, Inc.			
Hebert Construction Company			
M & M Excavating Co., Inc.			
A. Lindberg & Sons, 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 Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

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

Funding Source:

84231A

Federal Highway Administration Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49855.

Funding Source:

105077A

Federal Highway Administration Funds 100 %

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

Risk Assessment: The relationship with the residents in the School District and the City of Flint will be compromised if this project is not completed. They are anticipating the completion of this project as announced. Not completing this project will jeopardize the City of Flint from receiving a grant from the Governor's Fitness Council for non-infrastructure components of this project.

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

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48506.

207.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906069	\$ 110,698.33	\$ 139,318.00
	PROJECT MER 25032-105786		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 13, 2009		
	COMPLETION DATE - 35 working days		25.85 %

Emergency bridge rehabilitation consisting of structural steel repairs, partial painting, and maintaining traffic on I-75 under Dodge Road, Genesee County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 139,318.00	Same	1 **
Midwest Bridge Company	\$ 145,810.00	Same	2
Anlaan Corporation	\$ 152,573.00	Same	3
Walter Toebe Construction Company	\$ 157,132.40	Same	4
Posen Construction, Inc.	\$ 166,954.48	Same	5
Dan's Excavating, Inc.	\$ 170,773.50	Same	6
C. A. Hull Co., Inc.			

6 Bidders

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

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

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

Funding Source:

105786A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48420.

208. LETTING OF JUNE 05, 2009
 PROPOSAL 0906070 \$ ENG. EST. LOW BID
 \$ 47,053.92 \$ 44,992.00
 PROJECT MER 53033-105485
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 20, 2009
 COMPLETION DATE - 12 working days -4.38 %

Bridge rehabilitation, scour repairs, and maintaining traffic on US-31 over the south branch of Lincoln River, Mason County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 44,992.00	Same	1 **
Absolute Erosion Protection, LLC	\$ 45,370.00	Same	2
Nashville Construction Company	\$ 52,930.90	Same	3
Davis Construction, Inc.	\$ 57,223.40	Same	4
J. Slagter & Son Construction Co.	\$ 59,383.00	Same	5
L. W. Lamb, Inc.	\$ 61,340.00	Same	6
Anlaan Corporation	\$ 67,690.00	Same	7
Milbocker and Sons, Inc.	\$ 77,321.40	Same	8
Hallack Contracting, Inc.			
Hardman Construction, Inc.			
Capozzo & Sons Excavating, Inc.			
Stein Construction Company			
Wadel Stabilization, Inc.			
J. E. Kloote Contracting, Inc.			
C. A. Hull Co., Inc.			

8 Bidders

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

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:

105485A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49454.

209. LETTING OF JUNE 05, 2009
 PROPOSAL 0906071 \$ ENG. EST. 17,687.13 \$ LOW BID 27,680.00
 PROJECT STP 47041-104476
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 3 working days 56.50 %

0.01 mi of hot mix asphalt pavement for railroad crossing improvement and safety at M-36 and Great Lakes Central Railroad west of Kress Road, Livingston County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials Inc.	\$ 27,680.00	Same	1 **
Cadillac Asphalt, LLC.	\$ 33,114.29	Same	2
ABC Paving Company			
American Asphalt, Inc.			

2 Bidders

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

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

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

Funding Source:

104476A

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

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

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

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

New Project Identification: Reconstruction of existing railroad crossing.

Selection: Low bid.

Zip Code: 48169.

210. LETTING OF JUNE 05, 2009
 PROPOSAL 0906074
 PROJECT AR1 84911-103808
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2009

ENG. EST. LOW BID
 \$ 949,486.62 \$ 1,055,282.74

% OVER/UNDER EST.
 11.14 %

Installation of 8 Environmental Sensor Stations (ESS) and update of 4 ESS sites, Alger, Baraga, Chippewa, Houghton, Iron, Mackinac, Marquette, and Schoolcraft Counties.

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

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 1,055,282.74	Same	1 **
Strain Electric Company	\$ 1,134,862.96	Same	2
Rauhorn Electric, Inc.	\$ 1,245,151.50	Same	3
Windemuller Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
J.R. Howell; Airport Lighting, LLC			
Severance Electric Co., Inc.			
RMD Holdings, Ltd.			
Transformer Inspection-Retrofill			

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: The proposed project includes installation of 8 Environmental Sensor Stations (ESS) and updates to 4 ESS locations in Alger, Baraga, Chippewa, Houghton, Iron, Mackinac, Marquette, and Schoolcraft Counties

Benefit: This work is an addition to the existing Road Weather Information System in the Superior Region. Collection of road and weather information will help to improve road way maintenance and increase information for travelers. The ability to provide the public timely traffic information allows for better decisions and therefore improved traffic flow.

Funding Source:

103808A

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.

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program and the Capital Preventive Maintenance Program. MDOT's Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103192A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
103447A		
Federal Highway Administration Funds	100 %	

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

Risk Assessment: The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Maintenance and Rehabilitation.

Selection: Low bid.

Zip Code: 49015.

214.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906093	\$ 372,455.32	\$ 333,745.00
	PROJECT M 63900-M70942		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2010		-10.39 %

Guardrail and fence maintenance at various locations on state trunklines on as as-needed basis, Oakland County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rite Way Fence, Inc.	\$ 333,745.00	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 380,960.00	Same	2
RMD Holdings, Ltd.	\$ 444,057.50	Same	3
J & J Contracting, Inc.			
J. Slagter & Son Construction Co.			
Future Fence Company			
Snowden, 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.

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

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

Funding Source:

M70942

State Restricted Trunkline Funds 100 %

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

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48039.

LOCAL PROJECTS

215. LETTING OF JUNE 05, 2009
 PROPOSAL 0906004
 PROJECT STU 50458-104533
 LOCAL AGRMT. 09-5145
 START DATE - 10 days after award
 COMPLETION DATE - 91 calendar days

	ENG. EST.	LOW BID
	\$ 1,648,790.00	\$ 1,567,459.93
	% OVER/UNDER EST.	
	-4.93 %	

1.48 mi of hot mix asphalt overlay, concrete pavement repair, and earthwork on Hayes Road from Common Road to 14 Mile Road, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Angelo Iafrate Construction Company	\$ 1,567,459.93	Same	1 **
Florence Cement Company	\$ 1,675,419.55	Same	2
Ajax Paving Industries, Inc.	\$ 1,698,181.05	Same	3
Tony Angelo Cement Construction Co. Snowden, Inc.	\$ 1,732,234.28	Same	4
John Carlo, Inc.			
C & D Hughes, Inc.			
Kelcris Corporation			
Causie Contracting, Inc.			
Major Cement Co.			
Walter Toebe Construction Company			
ABC Paving Company			

4 Bidders

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

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

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

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

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

Funding Source:

104533A

Macomb County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48088.

216.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906005	\$ 1,570,437.10	\$ 1,150,079.39
	PROJECT MCS 03006-89178, ETC		
	LOCAL AGRMT. 09-5139		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 16, 2009		-26.77 %

Removal of existing structures, construction of two, precast, 3-sided concrete culverts, and related approach work on 141st Avenue over Kleinheksel Drain and on Fillmore Road over East Fillmore Drain in Fillmore Township, Allegan County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
L. W. Lamb, Inc.	\$ 1,150,079.39	Same	1 **
J. E. Kloote Contracting, Inc.	\$ 1,153,648.36	Same	2
J. Slagter & Son Construction Co.	\$ 1,199,628.14	Same	3
Milbocker and Sons, Inc.	\$ 1,232,735.34	Same	4
Anlaan Corporation	\$ 1,293,209.94	Same	5
S-L and H Contractors Incorporated	\$ 1,309,697.84	Same	6
E.T. MacKenzie Company	\$ 1,336,662.96	Same	7
Schippers Excavating, Inc.	\$ 1,380,410.46	Same	8
Diversco Construction Company, Inc.	\$ 1,512,034.02	Same	9
Hardman Construction, Inc.			
Kamminga & Roodvoets, Inc.			
Walter Toebe Construction Company			
C. A. Hull Co., 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.

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:

89178A

Allegan County	5.78 %
State Restricted Trunkline Funds	94.22 %

89181A

Allegan County	10.24 %
State Restricted Trunkline Funds	89.76 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49423.

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: 49929.

218. LETTING OF JUNE 05, 2009
 PROPOSAL 0906007 \$ ENG. EST. 736,074.00 \$ LOW BID 720,764.35
 PROJECT STU 25402-103166-2
 LOCAL AGRMT. 08-5338 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 18, 2009 -2.08 %

0.81 mi of hot mix asphalt cold milling, resurfacing, earth work, pavement repair, concrete curb and gutter repair, and storm sewer on Center Road from Lapeer Road to Court Street in the city of Burton, Genesee County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Company	\$ 720,764.35	Same	1 **
Barrett Paving Materials Inc.	\$ 757,830.58	Same	2
Cadillac Asphalt, LLC.	\$ 781,222.18	Same	3
Lois Kay Contracting Co.	\$ 795,098.88	Same	4
Ajax Paving Industries, Inc.	\$ 835,355.08	Same	5
John Carlo, Inc.			
Pyramid Paving and Contracting Co.			

5 Bidders

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

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

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

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

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

Funding Source:

103166A

City of Burton 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: 48509.

219.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906008	\$ 575,595.00	\$ 508,568.00
	PROJECT STU 63459-104703		
	LOCAL AGRMT. 09-5148		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2009		-11.64 %

0.58 mi of concrete pavement repairs, concrete curb, gutter, and sidewalk, and drainage structure work on Baldwin Avenue from Walton Boulevard northerly to the north city limits of Pontiac, Oakland County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 508,568.00	Same	1 **
Kelcris Corporation	\$ 536,160.65	Same	2
Tony Angelo Cement Construction Co.	\$ 537,999.35	Same	3
C & D Hughes, Inc.	\$ 565,988.75	Same	4
Doan Construction Co.	\$ 596,984.25	Same	5
Major Cement Co.	\$ 598,238.75	Same	6
Snowden, Inc.	\$ 831,212.50	Same	7
ABC Paving Company			
Walter Toebe Construction Company			

7 Bidders

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

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

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

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

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

Funding Source:

104703A

Federal Highway Administration Funds	48.87 %
City of Pontiac	51.13 %

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: 48340.

220.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906009	\$ 447,330.20	\$ 330,680.09
	PROJECT EDDF 12555-103652		
	LOCAL AGRMT. 09-5136		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 44 calendar days		-26.08 %

2.02 mi of hot mix asphalt, guardrail, and pavement markings on Ray Quincy Road from Copeland Road to Lester Road, Branch County.

0.00 % DBE PARTICIPATION REQUIRED

	BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 330,680.09		Same	1 **
Michigan Paving and Materials Co.	\$ 385,267.16		Same	2
Gerken Paving, Inc.	\$ 387,109.90		Same	3

3 Bidders

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

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

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

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

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

Funding Source:

103652A

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

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49082.

221. LETTING OF JUNE 05, 2009
 PROPOSAL 0906010 \$ ENG. EST. 351,015.60 \$ LOW BID 334,851.59
 PROJECT CM 33400-102211
 LOCAL AGRMT. 08-5379 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 30 calendar days -4.60 %

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

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadwell Brothers Construction Comp	\$ 334,851.59	Same	1 **
Milbocker and Sons, Inc.	\$ 338,537.88	Same	2
Hoffman Bros., Inc.	\$ 345,614.23	Same	3
Rieth-Riley Construction Co., Inc.	\$ 345,873.13	Same	4
C & D Hughes, Inc.	\$ 348,024.62	Same	5
San Marino Excavating, Inc.	\$ 349,343.45	Same	6
Concord Excavating & Grading, Inc.	\$ 356,212.49	Same	7
C L Trucking & Excavating, LLC	\$ 365,260.60	Same	8
E.T. MacKenzie Company	\$ 370,450.26	Same	9
Kamminga & Roodvoets, Inc.	\$ 380,365.45	Same	10
C & G Myers Construction, LLC	\$ 388,897.53	Same	11
Nashville Construction Company	\$ 396,982.15	Same	12
Mokma Excavating, Inc.	\$ 403,843.40	Same	13
Washtenaw Inc. Maintenance Service	\$ 424,001.05	Same	14
Absolute Erosion Protection, LLC	\$ 436,661.30	Same	15
Rumsey & Sons Construction, Inc.	\$ 475,667.45	Same	16
Michigan Paving and Materials Co.			
Youngstrom Contracting, Inc.			
Burkett Excavating, Inc.			
Mills Excavating			

16 Bidders

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

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

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

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

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

Funding Source:

102211A
 Federal Highway Administration Funds 75.55 %
 City of Lansing 24.45 %

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

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

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48911.

222. LETTING OF JUNE 05, 2009
 PROPOSAL 0906011 \$ ENG. EST. 335,042.00 \$ LOW BID 224,815.25
 PROJECT SRSI 41081-104969
 LOCAL AGRMT. 09-5156 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2009 -32.90 %

0.76 mi of segmental retaining wall, non-motorized path grading, aggregate, hot mix asphalt, solar-powered pedestrian flasher, and pavement markings on Gee Drive at Cherry Creek Elementary School in the city of Lowell, Kent County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 224,815.25	Same	1 **
Absolute Erosion Protection, LLC	\$ 228,476.80	Same	2
Jack Dykstra Excavating Inc	\$ 229,280.05	Same	3
Nashville Construction Company	\$ 240,144.34	Same	4
Kamminga & Roodvoets, Inc.	\$ 249,651.00	Same	5
Youngstrom Contracting, Inc.	\$ 250,897.00	Same	6
Dykema Excavators, Inc.	\$ 257,305.25	Same	7
Rivertown Contractors, Inc.	\$ 258,122.00	Same	8
Weick Bros., Inc.	\$ 260,459.00	Same	9
F.C.C., Inc.	\$ 261,962.47	Same	10
Mokma Excavating, Inc.	\$ 283,387.25	Same	11
Langlois & Sons Excavating, Inc.	\$ 283,890.50	Same	12
Washtenaw Inc. Maintenance Service	\$ 284,379.00	Same	13
Burkett Excavating, Inc.	\$ 289,993.50	Same	14
Schippers Excavating, Inc.	\$ 323,211.00	Same	15
Diversco Construction Company, Inc.	\$ 334,155.30	Same	16
Nagel Construction, Inc.			
Wyoming Excavators, Inc.			
Dean's Landscaping & Excavating			
Brenner Excavating, Inc.			
C & D Hughes, Inc.			

16 Bidders

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

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

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

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

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

Funding Source:

104969A

Federal Highway Administration Funds	97.00 %
City of Howell	3.00 %

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: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49331.

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:

89544A
 City of Allegan 28.58 %
 Federal Highway Administration Funds 71.42 %

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: 49010.

224. LETTING OF JUNE 05, 2009
 PROPOSAL 0906013 \$ ENG. EST. 284,007.00 \$ LOW BID 201,922.00
 PROJECT SRSI 11021-104973
 LOCAL AGRMT. 09-5060 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 21, 2009 -28.90 %

0.93 mi of hot mix asphalt non-motorized path, concrete sidewalks, pavement markings, permanent signage, and slope restoration on El Dorado Drive at Roosevelt Elementary School in the village of Stevensville, Berrien County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nashville Construction Company	\$ 201,922.00	Same	1 **
Milbocker and Sons, Inc.	\$ 205,543.35	Same	2
Peters Construction Co.	\$ 208,937.05	Same	3
Weick Bros., Inc.	\$ 220,443.50	Same	4
Northern Construction Services, Co.	\$ 227,579.10	Same	5
Kalin Construction Co., Inc.	\$ 233,257.33	Same	6
Hollerbach Excavating, Inc.	\$ 244,288.10	Same	7
Schippers Excavating, Inc.	\$ 282,688.60	Same	8
Rieth-Riley Construction Co., Inc.			
Washtenaw Inc. Maintenance Service			
Rivertown Contractors, Inc.			
Youngstrom Contracting, Inc.			
Diversco Construction Company, Inc.			
Michigan Paving and Materials 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 a qualifying activity as stipulated under the Safe Routes to Schools Program in Section 1404 of the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

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

Funding Source:

104973A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49127.

225.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906014	\$ 164,950.99	\$ 96,188.72
	PROJECT SLG 55100-100208		
	LOCAL AGRMT. 09-5122		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 02, 2009		-41.69 %

295 mi of centerline painting and pavement marking at various locations countywide, Menominee County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 96,188.72	Same	1 **
JCS, Inc.	\$ 97,938.28	Same	2
Michigan Pavement Markings, LLC	\$ 110,500.07	Same	3
Fahrner Asphalt Sealers, L.L.C.	\$ 119,524.01	Same	4

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 pavement marking at targeted locations under local jurisdiction. This project 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:

100208A

Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49887.

226. LETTING OF JUNE 05, 2009
 PROPOSAL 0906015 \$ ENG. EST. 112,203.30 \$ LOW BID 93,644.13
 PROJECT CM 41400-106104
 LOCAL AGRMT. 09-5167 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2009 -16.54 %

0.16 mi of hot mix asphalt surfacing including widening, cold milling hot mix asphalt pavement, concrete curb and gutter, sidewalk ramp, and pavement markings on Vergennes Street from Pettis Avenue to Bailey Drive, Kent County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 93,644.13	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 106,554.33	Same	2
Superior Asphalt, Inc.	\$ 128,340.85	Same	3
Michigan Paving and Materials Co.	\$ 145,607.73	Same	4

4 Bidders

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

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

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

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

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

Funding Source:

106104A

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.

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

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49301.

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: 49783.

230. LETTING OF JUNE 05, 2009
 PROPOSAL 0906019 \$ ENG. EST. \$ LOW BID
 PROJECT EDDF 72555-89743 \$ 225,975.60 \$ 182,190.49
 LOCAL AGRMT. 09-5109 % OVER/UNDER EST.
 START DATE - AUGUST 01, 2009
 COMPLETION DATE - OCTOBER 01, 2009 -19.38 %

1.37 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate shoulders, pavement marking, and slope restoration on County Road 101 (North Cut Road) from County Road 100 (West Sunset Drive) northerly to West Federal Highway (North Higgins Lake Drive), Roscommon County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 182,190.49	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 189,851.83	Same	2
Pyramid Paving and Contracting Co.	\$ 195,399.86	Same	3
D.J. McQuestion & Sons, Inc.	\$ 230,879.13	Same	4
Elmer's Crane & Dozer, Inc.			

4 Bidders

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

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

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

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

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

Funding Source:

89743A
 Roscommon County 20.00 %
 Federal Highway Administration Funds 75.00 %
 State Restricted Trunkline Funds 5.00 %

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: 48653.

231. LETTING OF JUNE 05, 2009
 PROPOSAL 0906020 \$ ENG. EST. 600,336.00 \$ LOW BID 551,419.97
 PROJECT BRO 07003-89187
 LOCAL AGRMT. 09-5131 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2009 -8.15 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Murphy Road at Murphy River, Baraga County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hebert Construction Company	\$ 551,419.97	Same	1 **
Associated Constructors, LLC	\$ 715,250.50	Same	2
Snowden, Inc.	\$ 736,178.40	Same	3
A. Lindberg & Sons, Inc.	\$ 789,980.20	Same	4
Bacco Construction Company			
MJO Contracting, Inc.			
Yalmer Mattila Contracting, Inc.			
Oberstar Inc.			

4 Bidders

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

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

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

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

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

Funding Source:

89187A

Baraga County	6.07 %
Federal Highway Administration Funds	79.10 %
State Restricted Trunkline Funds	14.83 %

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

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

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49919.

232. LETTING OF JUNE 05, 2009
 PROPOSAL 0906022
 PROJECT EDDF 37555-47570
 LOCAL AGRMT. 09-5154
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 13, 2009

ENG. EST. \$ 1,317,280.75
 LOW BID \$ 932,516.90
 % OVER/UNDER EST. -29.21 %

1.94 mi of hot mix asphalt road reconstruction, base crushing and shaping, peat excavation, swamp backfill, drainage improvements, and slope restoration on Winn Road from Blanchard Road northerly to Millbrook Road, Isabella County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 932,516.90	Same	1 **
Mead Bros. Excavating Inc.	\$ 1,054,999.00	Same	2
M & M Excavating Co., Inc.	\$ 1,069,644.77	Same	3
McGuirk Sand & Gravel, Inc.	\$ 1,096,859.50	Same	4
CJ's Excavating Septic Service Inc.	\$ 1,102,357.75	Same	5
L.J. Construction, Inc.	\$ 1,113,883.15	Same	6
Milbocker and Sons, Inc.	\$ 1,184,836.12	Same	7
Fisher Contracting Company	\$ 1,199,874.90	Same	8
C L Trucking & Excavating, LLC	\$ 1,209,998.90	Same	9
Nashville Construction Company	\$ 1,259,427.25	Same	10
Rohde Bros. Excavating, Inc.	\$ 1,283,638.29	Same	11
The Isabella Corporation	\$ 1,320,502.01	Same	12
Davis Construction, Inc.	\$ 1,338,226.26	Same	13
Central Michigan Contracting, Inc.	\$ 1,403,811.50	Same	14
Cadwell Brothers Construction Comp			
Diversco Construction Company, Inc.			
Crawford Contracting, Inc.			
Central Asphalt, Inc.			
Kamminga & Roodvoets, Inc.			
Rieth-Riley Construction Co., Inc.			
C & D Hughes, Inc.			
Dunigan Brothers, Inc.			
Nagel Construction, Inc.			
Geiersbach Construction, Inc.			

14 Bidders

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

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

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

Purpose/Business Case: This project is for 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:

47570A

Isabella County	28.00 %
Federal Highway Administration Funds	66.00 %
State Restricted Trunkline Funds	6.00 %

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: 48896.

233. LETTING OF JUNE 05, 2009
 PROPOSAL 0906023
 PROJECT STUL 70414-106161
 LOCAL AGRMT. 09-5134
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2009

ENG. EST. \$ 1,044,720.50
 LOW BID \$ 962,019.60
 % OVER/UNDER EST. -7.92 %

0.64 mi of road reconstruction including hot mix asphalt paving, concrete paving, concrete curb, gutter, sidewalk and sidewalk ramps, watermain, sanitary sewer, and pavement markings on 7th Street from Lincoln Avenue to River Avenue and on Lincoln Avenue from 8th Street to 7th Street in the city of Holland, Ottawa County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nashville Construction Company	\$ 962,019.60	Same	1 **
Schippers Excavating, Inc.	\$ 976,321.55	Same	2
Milbocker and Sons, Inc.	\$ 980,888.35	Same	3
Dan Hoe Excavating, Inc.	\$ 996,418.95	Same	4
Kamminga & Roodvoets, Inc.	\$ 1,024,930.10	Same	5
Kentwood Excavating, Inc.	\$ 1,025,835.00	Same	6
Diversco Construction Company, Inc.	\$ 1,038,458.35	Same	7
Eastlund Concrete Construction	\$ 1,108,716.63	Same	8
C & D Hughes, Inc.			
Nagel Construction, Inc.			
Wyoming Excavators, Inc.			
Dykema Excavators, Inc.			
Wadel Stabilization, Inc.			
Brenner Excavating, Inc.			
Jack Dykstra Excavating Inc.			
Georgetown Construction Co.			
Connan, 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 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:

106161A
 Federal Highway Administration Funds 57.78 %
 City of Holland 42.22 %

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: 49423.

234. LETTING OF JUNE 05, 2009
 PROPOSAL 0906024 \$ 928,074.00 \$ 876,893.88
 PROJECT CM 33400-100154, ETC
 LOCAL AGRMT. 07-5291 % OVER/UNDER EST.
 START DATE - JULY 07, 2009
 COMPLETION DATE - 75 calendar days -5.51 %

1.20 mi of ultra-thin concrete overlay, hot mix asphalt pavement reconstruction, concrete curb and gutter replacement, and construction of eastbound and westbound turn around on Edgewood Boulevard from Martin Luther King Boulevard to Washington Road in the city of Lansing, Ingham County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 876,893.88	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 915,362.83	Same	2
Florence Cement Company	\$ 938,024.86	Same	3
Walter Toebe Construction Company	\$ 996,721.76	Same	4
Interstate Highway Construction			
Angelo Iafrate Construction Company			
John Carlo, Inc.			
Tony Angelo Cement Construction Co.			
Causie Contracting, Inc.			

4 Bidders

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

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

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

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

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

Funding Source:

100154A

Federal Highway Administration Funds	80.00 %
City of Lansing	20.00 %

100172A

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: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48911.

Funding Source:

105991A

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

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

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

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

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48185.

237.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906027	\$ 1,363,862.50	\$ 1,118,901.10
	PROJECT STU 33403-103232, ETC		
	LOCAL AGRMT. 09-5158		% OVER/UNDER EST.
	START DATE - JUNE 15, 2009		
	COMPLETION DATE - SEPTEMBER 19, 2011		-17.96 %

0.99 mi of hot mix asphalt road reconstruction, concrete curb and gutter, storm sewer, watermain, decorative brick paving, concrete sidewalk, landscaping, and amenities on Grand Avenue from Ottawa Street to Shiawassee Street and from St. Joseph Street to Shiawassee Street in the city of Lansing, Ingham County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Mead Bros. Excavating Inc.	\$ 1,118,901.10	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,192,992.00	Same	2
Davis Construction, Inc.	\$ 1,261,653.86	Same	3
Eastlund Concrete Construction	\$ 1,298,440.82	Same	4
Hoffman Bros., Inc.	\$ 1,388,638.45	Same	5
Kamminga & Roodvoets, Inc.	\$ 1,451,745.22	Same	6
E.T. MacKenzie Company	\$ 1,453,485.10	Same	7
Cadwell Bros. Construction/America	\$ 1,481,990.71	Same	8
Nashville Construction Company	\$ 1,579,416.30	Same	9
Angelo Iafrate Construction Company	\$ 1,595,137.40	Same	10
Milbocker and Sons, Inc.			
Michigan Paving and Materials Co.			
Diversco Construction Company, Inc.			
C & D Hughes, 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 includes a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and the reconstruction of a portion of highway under local jurisdiction and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

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

Funding Source:

103232A		
Federal Highway Administration Funds		68.69 %
City of Lansing		31.31 %
103418A		
Federal Highway Administration Funds		23.40 %
(Transportation Enhancement Funds)		
City of Lansing		76.60 %

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

Risk Assessment: 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: Road reconstruction and enhancement.

Selection: Low bid.

Zip Code: 48933.

238.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906029	\$ 744,406.17	\$ 695,056.60
	PROJECT HPSL 61407-106164		
	LOCAL AGRMT. 09-5184		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 20 working days		-6.63 %

1.28 mi of hot mix asphalt cold milling and surfacing on Laketon Avenue from Creston Street to Sheridan Avenue, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Co.	\$ 695,056.60	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 719,781.90	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:

106164A

Muskegon 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: 49442.

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:

105034A

Newaygo 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: 49337.

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:

106087A
 Wayne County 19.97 %
 Federal Highway Administration Funds 80.03 %

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: 48127.

243. LETTING OF JUNE 05, 2009
 PROPOSAL 0906040 ENG. EST. LOW BID
 \$ 746,415.00 \$ 477,839.00
 PROJECT STUL 70401-104256
 LOCAL AGRMT. 09-5187 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 07, 2009 -35.98 %

1.92 mi of hot mix asphalt resurfacing and shoulder widening, gravel shoulders, and pavement markings on Lincoln Street from US-31 easterly to 152nd Avenue in Grand Haven Township, Ottawa County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Co.	\$ 477,839.00	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 489,916.63	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:

104256A
 Ottawa 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: 49417.

244. LETTING OF JUNE 05, 2009
 PROPOSAL 0906042 \$ ENG. EST. 286,950.00 \$ LOW BID 243,409.40
 PROJECT STU 33403-103226
 LOCAL AGRMT. 09-5197 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 25, 2009 -15.17 %

0.69 mi of hot mix asphalt cold milling and resurfacing on Marsh Road from Hamilton Road to Grand River Avenue and on Hamilton Road from Okemos Road to Marsh Road, Ingham County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 243,409.40	Same	1 **
Michigan Paving and Materials Co.	\$ 245,644.42	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:

103226A

Ingham 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: 48864.

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

Funding Source:

105927A		
Washtenaw County	20.00	%
Federal Highway Administration Funds	80.00	%
105929A		
Washtenaw County	20.00	%
Federal Highway Administration Funds	80.00	%
83654A		
Washtenaw 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: 48104.

246.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906062	\$ 239,732.00	\$ 194,592.34
	PROJECT HPSL 82163-105877		
	LOCAL AGRMT. 09-5171		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 11, 2009		-18.83 %

0.26 mi of hot mix asphalt non-motorized pathway, earthwork, and clearing at Lezotte Park from Fort Street to Swallow Drive in the city of Rockwood, Wayne County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pro-Line Asphalt Paving Corp.	\$ 194,592.34	Same	1 **
Ajax Paving Industries, Inc.	\$ 197,608.86	Same	2
Sole Construction, Inc.	\$ 199,316.50	Same	3
Washtenaw Inc. Maintenance Service	\$ 202,519.14	Same	4
ABC Paving Company	\$ 220,669.35	Same	5
Warren Contractors & Development	\$ 237,444.85	Same	6
Absolute Erosion Protection, LLC	\$ 720,982.21	Same	7
Barrett Paving Materials Inc.			
Florence Cement Company			
Cadillac Asphalt, LLC.			
Service Construction, L.L.C.			

7 Bidders

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

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

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

Purpose/Business Case: This project is for 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:

105877A

Federal Highway Administration Funds (Transportation Enhancement Funds)	80.00 %
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.

247.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906063	\$ 122,075.72	\$ 106,948.54
	PROJECT STL 31100-106076		
	LOCAL AGRMT. 09-5146		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2009		-12.39 %

80.00 mi of countywide pavement marking on various roads, Houghton County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 106,948.54	Same	1 **
JCS, Inc.	\$ 114,274.44	Same	2
Michigan Pavement Markings, LLC	\$ 142,849.76	Same	3
Fahrner Asphalt Sealers, L.L.C.	\$ 146,771.15	Same	4

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 pavement marking at targeted locations under local jurisdiction. This project 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:

106076A

Houghton 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: Reconstruction.

Selection: Low bid.

Zip Code: 49931.

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:

105067A

Washtenaw County	30.64 %
Federal Highway Administration Funds	69.36 %

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: 48170.

249.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906073	\$ 249,205.98	\$ 249,850.15
	PROJECT STL 49036-84635		
	LOCAL AGRMT. 09-5133		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2009		0.26 %

2.00 mi of aggregate base conditioning, culvert replacement, hot mix asphalt surfacing, and pavement markings on Black Point Road west of Charles Moran Road, Mackinac County.

0.00 % DBE PARTICIPATION REQUIRED

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 249,850.15	Same	1 **
Payne & Dolan Inc.	\$ 255,933.90	Same	2
Bacco Construction Company	\$ 309,712.40	Same	3
Norris Contracting, Inc.			

3 Bidders

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

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

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

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

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

Funding Source:

84635A

Mackinac 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: 49760.

250.	LETTING OF JUNE 05, 2009	ENG. EST.	LOW BID
	PROPOSAL 0906076	\$ 610,527.70	\$ 401,549.45
	PROJECT EDDF 13555-89447		
	LOCAL AGRMT. 09-5170		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 30 working days		-34.23 %

3.91 mi of hot mix asphalt paving, shoulders, trenching, pavement marking, traffic control, and slope restoration on 22.5 Mile Road and 23 Mile Road from F Drive South to M-60, Calhoun County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 401,549.45	Same	1 **
Gerken Paving, Inc.	\$ 484,284.20	Same	2
Michigan Paving and Materials Co.	\$ 491,137.85	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:

89447A

Federal Highway Administration Funds	60.00 %
State Restricted Trunkline Funds	40.00 %

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: 49068.

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: 49092.

252. LETTING OF JUNE 05, 2009
 PROPOSAL 0906079 \$ ENG. EST. 308,276.60 \$ LOW BID 191,949.90
 PROJECT EDDF 13555-103656
 LOCAL AGRMT. 09-5168 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 20 working days -37.73 %

2.00 mi of hot mix asphalt surfacing, shoulders, and pavement marking on 22 Mile Drive from T Drive South to the county line, Calhoun County.

0.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 191,949.90	Same	1 **
Gerken Paving, Inc.	\$ 228,755.80	Same	2
Michigan Paving and Materials Co.	\$ 245,188.05	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 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:

103656A

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

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49245.

EXTRAS

253. **Extra 2009 - 61**

Control Section/Job Number:	25033-83573	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras	
Contractor:	Commerce Construction & Landscaping, Inc 555 Golden Oaks Court Milford, MI 48380	
Designed By:	Rowe Professional Services Company	
Engineer's Estimate:	\$334,891.00	

Description of Project:

1.13 mi of hot mix asphalt path, grading, aggregate base, and wooden boardwalk on Linden Road from the city of Linden soccer complex northerly to the south city limits, Genesee County.

Administrative Board Approval Date:	July 15, 2008	
Contract Date:	August 4, 2008	
Original Contract Amount:	\$284,233.55	
Total of OVERRUNS/CHANGES (Approved to Date):	5,210.91	+ 1.83%
Total of EXTRAS/ADJUSTMENTS (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>53,620.00</u>	<u>+ 18.86%</u>
Revised Total	<u>\$343,064.46</u>	+ 20.69%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.83% over the original budget for an **Authorized to Date Amount** of \$289,444.46.

Approval of this extra will place the authorized status of the contract 20.69% or \$58,830.91 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1, 3

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

CM 1		
Subgrade Undercut Special	1,000.000 Cyd @ \$45.00/Cyd	<u>\$45,000.00</u>
Total		<u>\$45,000.00</u>
CM 3		
Tree, Rem, 6 inch to 18 inch	16.000 Ea @ \$250.00/Ea	\$4,000.00
Underdrain, Subgrade, 4 inch	462.000 Ft @ \$10.00/Ft	<u>4,620.00</u>
Total		<u>\$8,620.00</u>
Grand Total		<u>\$53,620.00</u>

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

CM 1

During preparation for trail construction, areas of saturated subgrade were encountered and the contractor was directed by the project engineer to undercut these areas and place 6A limestone to stabilize the subgrade. The project engineer discussed this work item with the delivery engineer at MDOT's Davison TSC and the item includes all labor, materials, and equipment to complete the work. The unit price for Subgrade Undercut Special was negotiated per Section 103.04 of the 2003 MDOT Standard Specifications for Construction and found to be reasonable, due to the location of the areas to be undercut and the extra cost of the materials involved. The quantity requested in this extra is an estimate and the final quantity will be based on actual field measurements taken during construction.

CM 3

The item for tree removal was not included in the original plans, but was required during clearing for the trail. Tree, Rem, 6 inch to 18 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

The work item for underdrain, subgrade, 4" was required during construction to drain and maintain the HMA trail through wet areas that were encountered. The cost was negotiated per Section 103.04 of the 2003 MDOT Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its May 28, 2009, meeting, and are now recommended for approval by the State Administrative Board on June 16, 2009.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 61%; Genesee County, 39%, 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: 48451.

254. **Extra 2009 - 62**

Control Section/Job Number:	33403-75549	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	C & D Hughes, Inc. 3097 Lansing Road Charlotte, MI 48813	
Designed By:	Fitzgerald Henney & Associates Inc.	
Engineer's Estimate:	\$716,585.50	

Description of Project:

0.47 mi of subgrade undercutting, sand subbase, curb and gutter, storm sewer, cold milling hot mix asphalt pavement and hot mix asphalt pavement construction on Collins Road from Jolly Road to Dunckel Road in the city of Lansing, Ingham County.

Administrative Board Approval Date:	October 16, 2007	
Contract Date:	November 09, 2007	
Original Contract Amount:	\$505,628.98	
Total of Overruns/Changes (Approved to Date):	(11,580.23)	- 2.29%
Total of Extras/Adjustments (Approved to Date):	47,638.68	+ 9.42%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>8,100.00</u>	<u>+ 1.60%</u>
Revised Total	<u>\$549,787.43</u>	+ 8.73%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.13% over the original budget for an **Authorized to Date Amount** of \$541,687.43.

Approval of this extra will place the authorized status of the contract 8.73% or \$44,158.45 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 2

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

CM 2

Driveway, Rem	1.000 LS @ \$8,100.00/LS	<u>\$8,100.00</u>
Total		<u>\$8,100.00</u>

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

CM 2

In the original plan, it was expected that the driveways into the roadway would remain intact. During construction it was noticed that the cross section of the roadway varied by as much 18” in width along this section of road and, in order to maintain uniformity of the road width, it was necessary to remove portions of three driveways for placement of new curb and gutter, which included saw-cutting of HMA, curb and gutter, and related excavation for preparation of the base. The time equipment, materials and costs necessary to complete the work for Driveway Rem 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.

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

This Extra was recommended for approval by the State Transportation Commission at its May 28, 2009, meeting, and is now recommended for approval by the State Administrative Board on June 16, 2009.

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, 74.81%; State Restricted Trunkline, 18.71%; City of Lansing, 6.48%, 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: 48910.

255. **Extra 2009 - 63**

Control Section/Job Number: 82124-60077 MDOT Project

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

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: HNTB Michigan Inc.
Engineer's Estimate: \$16,032, 653.84

Description of Project:

0.47 miles of reconstruction of existing freeway mainline pavement, shoulders, and construction of new service drive, deck replacement, pin and hanger replacement, beam end repair, and substructure repair on I-96 under Michigan Avenue, construction of bridge for Canadian Pacific Railroad over west service drive of I-75 and I-96, and construction of retaining walls along service drive in the City of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	490,858.22	+ 2.92%
Total of Extras/Adjustments (Approved to Date):	2,274,666.87	+ 13.54%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>26,975.17</u>	<u>+ 0.16%</u>
Revised Total	<u>\$19,590,460.17</u>	+ 16.62%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.46% over the original budget for an **Authorized to Date Amount** of \$19,563,485.00.

Approval of this extra will place the authorized status of the contract 16.62% or \$2,792,500.26 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-071	25	\$557,070.00	06/06/06
2006-155	35 r. 3	\$154,952.08	11/07/06
2007-028	36, 38	\$29,958.60	03/06/07
2007-049	42	\$57,750.00	04/17/07
2007-080	45	\$12,000.00	06/05/07
2007-113	44 r. 1, 46, 48	\$77,131.99	08/07/07
2007-135	47 r. 5	\$189,170.55	09/18/07
2008-146	49 r. 1, 51, 53 r. 2, 55, 56 r. 1	\$564,570.33	10/07/08
2008-182	59 r. 1	\$250,656.00	12/02/08

Contract Modification Number(s): 61

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

CM 61 (60077A)

CPR Deck Drain Replacement on X01

\$26,975.17

Total

\$26,975.17

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

CM 61

While installing signal cable for temporary track alignment, Canadian Pacific's contractor hit and damaged the existing deck drains at X01. The project plans did not include any items to replace the deck drains. Canadian Pacific representatives requested MDOT's contractor to replace the deck drains at 100% Canadian Pacific Costs. There are no offsetting original line items associated with this extra work. The cost of this extra item is based on force account records in accordance with section 109.07 of the 2003 Standard Specification 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 was recommended for approval by the State Transportation Commission at its May 28, 2009, meeting, and is now recommended for approval by the State Administrative Board on June 16, 2009.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

60077A: FHWA, 80.00%; State Restricted Trunkline, 17.79%; City of Detroit, 2.21%; unless otherwise noted.

60147A: FHWA, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%, unless otherwise noted.

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

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

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

Selection: Low bid.

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

Zip Code: 48216.

256. **Extra 2009 - 64**

Control Section/Job Number: 82457-52174 Local Agency Project

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

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Spalding DeDecker Associates, Inc.
Ayres, Lewis, Norris & May, Inc.

Engineer's Estimate: \$10,335,376.80

Description of Project:

0.74 km of railroad grade separation and concrete pavement reconstruction, drainage improvements, water main relocations, pump house construction, 2 span steel I beam bridge and pavement markings on Sheldon Road from 120 m south of Nantucket to 100 m north of M-14 overpass in the city of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	162,199.09	+ 1.59%
Total of Extras/Adjustments (Approved to Date):	3,273,740.90	+ 32.19%
Total of Negative Adjustments (Approved to Date):	(3,285.00)	- 0.03%
THIS REQUEST	<u>127,838.28</u>	<u>+ 1.26%</u>
Revised Total	<u>\$13,730,881.19</u>	+ 35.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 33.75% over the original budget for an **Authorized to Date Amount** of \$13,603,042.91.

Approval of this extra will place the authorized status of the contract 35.01% or \$3,560,493.27 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-85	7	\$350,000.00	06/05/07
2007-148	8	\$350,000.00	10/02/07
2008-113	12, 13, 14 r. 3, 15 r. 2, 16, 17, 18, 19, 20 r. 1, 21	\$160,381.83	08/05/08
2008-131	33	\$1,392,435.00	09/02/08
2008-138	23, 25, 26, 27, 28, 29, 31	\$373,605.80	09/02/08
2008-170	22, 30, 32, 34	\$39,358.15	11/05/08
2009-026	35 r. 2, 36 r. 1	\$463,836.34	02/03/09
2009-035	37, 38, 39, 41, 42, 43	\$44,477.45	03/04/09

Contract Modification Number(s): 44, 46, 47, 48, 55

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

CM 44		
Sanitary Material Change	1.000 LS @ \$12,407.39/LS	<u>\$12,407.39</u>
Total		<u>\$12,407.39</u>
CM 46		
Expedite Reinforcement Steel	1.000 LS @ \$3,167.45/LS	<u>\$3,167.45</u>
Total		<u>\$3,167.45</u>
CM 47		
Exploratory Excavation		<u>\$4,198.63</u>
Total		<u>\$4,198.63</u>
CM 48		
Extend Primary Service	1.000 LS @ \$6,929.73/LS	<u>\$6,929.73</u>
Total		<u>\$6,929.73</u>
CM 55		
Cold Weather Concrete		\$30,325.47
Cold Weather Protection		70,809.61
Total		<u>\$101,135.08</u>
Grand Total		<u>\$127,838.28</u>

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

CM 44

The contractor was directed to change the material type of the 200mm sanitary sewer from ABS Truss Pipe to CI-54 DIP. The Township of Plymouth would not accept the contract material of ABS Truss Pipe for use for the 200mm sanitary sewer, due to its own sewer requirements and ordinance. The contractor has supplied the invoice for both the ABS and the DIP pipe, and the price difference was determined. Documentation supporting the above is on file in the project records. This contract modification was reviewed and approved by the assistant division construction engineer, Wayne County Department of Public Services (WCDPS) and the local government engineer for MDOT's Metro Region.

CM 46

The contractor was required to obtain and expedite the delivery of additional reinforcement steel in order that the project not suffer another delay. It is recommended that the contractor be compensated for his costs incurred for the expedited delivery of the additional reinforcement steel required to complete the work, which was not due to the fault of the contractor. Documentation supporting the above is on file in the project records. This contract modification was reviewed and approved by the assistant division construction engineer, WCDPS, and the local government engineer for MDOT's Metro Region.

CM 47

Exploratory Excavation work was necessary to determine if the sand that washed into the casing during the boring of the water main was part of the M-14 footing backfill. It was necessary to excavate near the casing to see to what extent the sand had been displaced and determine if the integrity of the footing was imperiled. The time, equipment, and material costs necessary to complete the work were determined using a process similar to the force account work process. The costs were negotiated per Section 103.04 of the 2003 MDOT Standard Specifications for Construction, and deemed reasonable based on a comparison to the prevailing wage rates, the Blue Book equipment rental rates and actual material costs required to construct the work. The extra item for Exploratory Excavation was originally created on Modification #18; however this is a category 0003 item, therefore an extra to the contract. Documentation supporting the above is on file in the project records. This contract modification was reviewed and approved by the assistant division construction engineer, WCDPS, and the local government engineer for MDOT's Metro Region.

CM 48

The contractor was directed to place conduit to the Detroit Edison power drop at the N.E. corner of Plymouth. However, the original plans show the Edison pole, which was to supply the power to the pump station, much closer. The extra work included placing additional conduit through a very difficult grade in order to accommodate the additional distance. The original cost of installing the primary service from the pole to the pump house was included with other electrical items, thus making it necessary to create an extra to compensate the contractor for the work. The time, equipment, and material costs necessary to complete the removal work were determined using a process similar to the force account work process. The costs were negotiated per Section 103.04 of the 2003 MDOT Standard Specifications for Construction, and deemed reasonable based on a comparison to the prevailing wage rates, the Blue Book equipment rental rates and actual material costs required to construct the work. Documentation supporting the above is on file in the project records. This contract modification was reviewed and approved by the assistant division construction engineer, WCDPS, and the local government engineer for MDOT's Metro Region.

CM 55

The contractor was directed, by Contract Modification #33, to complete all necessary pavement in order to open the road by December. Due to the nature of cold weather protection and the uncertainty of the quantity to be used, it was determined not to incorporate this work with the Contract Acceleration Clause, but rather to pay as it was used. The contractor was ordered to protect the freshly poured concrete from freezing for 72 hours after placement when temperatures were forecast to be 35 degrees or less. The work involved covering the concrete after it was poured and properly anchoring the blankets. Subsequently, the blankets then had to be removed to saw cut relief joints, after which the concrete was re-covered and the blankets anchored. After sufficient cure-time was achieved, the blankets were removed, and the material used to weigh down the blankets was cleaned up.

The contractor also had to cover the prepared grade to prevent it from freezing prior to concrete placement. The time, equipment, and material costs necessary to complete the work were determined using a process similar to the force account work process. The costs were negotiated, per Section 103.04 of the 2003 MDOT Standard Specifications for Construction, and deemed reasonable based on a comparison to the prevailing wage rates, the Blue Book equipment rental rates and actual material costs required to construct the work. The concrete placed during the cold weather caused the additional costs to the contract, due to the addition of a non-chloride accelerator after November 1st, at the direction of the engineer. Aggregate and water were heated at the plant. The additive for accelerating the cure was an additional \$5.00 charge and heating the materials added an additional \$3.00 per CYD of concrete. The cost of this change was determined by material invoices and delivery tickets from the supplier, along with all appropriate markups per MDOT's Standards and Specifications. Documentation supporting the above is on file in the project records. This contract modification was reviewed and approved by the assistant division construction engineer, WCDPS, and the local government engineer for MDOT's Metro Region.

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

These Extras were recommended for approval by the State Transportation Commission at its May 28, 2009, meeting, and are now recommended for approval by the State Administrative Board on June 16, 2009.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%; unless otherwise noted.

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

Risk Assessment: These items are required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48170.

257. **Extra 2009 - 65**

Control Section/Job Number: 07004-83836 Local Agency Project

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

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Yalmer Mattila Contracting, Inc.
P.O. Box 456
Houghton, MI 49931

Designed By: STS Consultants
Engineer's Estimate: \$518,379.35

Description of Project:

Bridge removal and replacement along with related approach work on Nestoria Herman Road at Daults Creek, Baraga County.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 07, 2006	
Original Contract Amount:	\$608,362.01	
Total of Overruns/Changes (Approved to Date):	33,499.66	+ 5.51%
Total of Extras/Adjustments (Approved to Date):	44,760.36	+ 7.36%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>70,187.25</u>	<u>+ 11.54%</u>
Revised Total	<u>\$756,809.28</u>	+ 24.40%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.86% over the original budget for an **Authorized to Date Amount** of \$686,622.03.

Approval of this extra will place the authorized status of the contract 24.40% or \$148,447.27 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 12 r. 2

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

CM 12

Glass Grid Special	1,778.000 Syd @ \$11.00/Syd	\$19,558.00
Flag Control	1.000 LS @ \$2,500/LS	2,500.00
HMA, 5E1	244.070 Ton @ \$110.00/Ton	26,847.70
HMA, 5E1 Variable Wedge Course	146.690 Ton @ \$95.00/Ton	13,935.55
Mobilization, Max.	1.000 LS @ \$6,100.00/LS	6,100.00
Pavt for Butt Joints, Rem	178.000 Syd @ \$7.00/Syd	<u>1,246.00</u>
Total		<u>\$70,187.25</u>

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

CM 12

The bridge approaches were designed to float on a deep layer of peat utilizing lightweight geofoam block fill material by STS Consultants. Differential settlement of the embankment occurred during the construction contract period, immediately after placement of the HMA on the approaches. This differential settlement caused longitudinal cracking and loosening of the base material. It is the opinion of STS Consultants that the combination of loosened aggregates and deflecting foam blocks caused alligator cracking and rutting of the pavement surface. STS Consultants recommended that the existing pavement section be reinforced with fiberglass grid and new HMA surface course be placed. The fiberglass grid is intended to reinforce the HMA section against future lateral tensioning and cracking. The additional HMA surfacing will decrease the stresses applied to the foam block and should minimize surface deflections. STS Consultants determined and recommended that pavement reinforcement was needed to provide appropriate performance of the bridge approaches. Pavement reinforcement was not included in the original contract. The addition of the pavement reinforcement was recommended by the design engineer to be essential to the satisfactory completion of the contract. The extra work also included the items Mobilization, Max and the item Flag Control, both of which were necessary for performance of the extra work.

The unit price for each item of extra work was negotiated with the Contractor and the project engineer in accordance with Section 103.04 of the 2003 Standard Specifications for Construction. The prices are deemed reasonable for the required work when compared to similar items. This Contract Modification represents the final quantities of work performed by the Contractor on 10/03/2008 and 10/04/2008 at the negotiated unit prices. Cost participation will be in accordance with the MDOT/Local Agency Agreement 06-5259 (95% State and Federal Critical Bridge Program and 5% local agency cost).

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

This Extra was recommended for approval by the State Transportation Commission at its May 28, 2009, meeting, and is now recommended for approval by the State Administrative Board on June 16, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 78.82%; State Restricted Trunkline, 14.78%; Baraga County, 6.40%, 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: 49946.

258. **Extra 2009 - 66**

Control Section/Job Number: 82061-60447 MDOT Project

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

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Tetra Tech of Michigan, PC

Engineer's Estimate: \$7,323,849.33

Description of Project:

1.41 miles of hot mix asphalt reconstruction, drainage improvements, sidewalk, sanitary work, and water main work on US-12 (Michigan Avenue) from Heywood Street to Howe Road and intersection improvements from 4th Street to Howe Road in the City of Wayne, Wayne County. This project includes one 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 29, 2006	
Original Contract Amount:	\$6,845,786.46	
Total of Overruns/Changes (Approved to Date):	(800,215.54)	- 11.69%
Total of Extras/Adjustments (Approved to Date):	1,076,435.19	+ 15.72%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,883.10</u>	<u>+ 0.09%</u>
Revised Total	<u>\$7,127,889.21</u>	+ 4.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.03% under the original budget for an **Authorized to Date Amount** of \$7,122,006.11.

Approval of this extra will place the authorized status of the contract 4.12% or \$282,102.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-056	2 r. 1	\$697,036.30	04/03/07
2007-146	3 r. 1, 5 r. 1	\$96,207.09	10/02/07
2007-155	4, 7, 8, 9, 10, 11, 12 r.3, 13, 14 r.1, 15 r. 2	\$97,210.89	11/06/07
2008-025	16 r. 3, 18 r. 1	\$2,547.85	02/05/08
2008-075	19 r 1, 20, 21, 22, 23, 24, 26, 27 r 1	\$64,641.09	05/06/08
2008-083	28, 30, 31, 32	\$23,843.35	06/03/08
2008-169	35, 36, 37 r. 1	\$21,659.68	11/05/08
2009-017	38, 39, 40	\$71,193.42	02/03/09

Contract Modification Number(s): 41, 43 r. 1

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

CM 41

(60447A)

Pavt Mrkg, Stop Bar, 24", Temp	165.000 Ft @ \$3.94/Ft	\$650.10
Pavt Mrkg, Temp NR, LTA Sym	6.000 Ea @ \$42.00/Ea	252.00
Pavt Mrkg, Temp NR, Only Sym	7.000 Ea @ \$47.25/Ea	330.75
Pavt Mrkg, Type NR, RTA Sym, Temp	1.000 Ft @ \$42.00/Ft	42.00
Pavt Mrkg, X-Hatch, 12", White, Temp	65.000 Ft @ \$2.05/Ft	133.25
Pavt Mrkg, X-Walk, Special, Emp, Temp	1,172.000 Ft @ \$2.05/Ft	2,402.60
Total		<u>\$3,810.70</u>

CM 43

(80368A)

Joint, Contraction, Cp Adjustment	3,768.000 Ft @ \$0.55/Ft	\$2,072.40
Total		<u>\$2,072.40</u>

Grand Total

\$5,883.10

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

CM 41

Temporary Specialty Markings were not set up on this project. Based upon the manufacturers recommendations, temperatures of 50 degrees and rising and a forecast of 24 hours of dry weather is required for placement of the Primerless Pattern tape used for permanent markings. Also, according to the 2003 standard specifications for construction, Primerless Pattern tape could not be placed during this time period. These markings are non-standard items; however, this is a non-standard item that has been utilized on several projects in the past. The final unit price was negotiated with the contractor based upon the engineer's evaluation of estimated actual costs as well as the unit price that has been negotiated on projects with similar quantities.

The unit costs negotiated for this project were less than the unit costs on projects with similar quantities and were quoted close to actual costs. These additional costs will not be pursued through the designer or the contractor. Based upon the demanding schedule of this contract, any modifications to expedite the contractors schedule in design or construction to accommodate this restriction would far exceed the cost of the temporary pavement markings. The contractor will not pursue additional costs for additional markings to be placed in the 2008 construction season.

CM 43

Joint, Contraction, Cp was established as an extra on contract modification number 26. After contract modification no. 26 was approved, the contractor brought to MDOT's attention a mistake in the unit price used for the Cp joints. The Prime Contractor's 5% mark up was not included in Contract Modification 26. After review, the project office agreed that the unit price should have been \$11.53/ft instead of \$10.98/ft as used in CM 26. This modification corrects the omission by paying the difference of \$.55/ft.

These Extras were recommended for approval by the State Transportation Commission at its May 28, 2009 meeting, and are now recommended for approval by the State Administrative Board on June 16, 2009.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were 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:

60447A: FHWA, 69.99%; State Restricted Trunkline, 14.75 %, City of Wayne 15.26 %;

80368A: FHWA, 80.00%; State Restricted Trunkline, 20.00%, unless otherwise noted.

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

Risk Assessment: These items were 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: 48184.

259. **Extra 2009 - 67**

Control Section/Job Number: 37424-101106 Local Agency Project

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

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Crawford Contracting, Inc.
630 E. Superior Street
Alma, MI 48801

Designed By: Wilcox Professional Services
Engineer's Estimate: \$1,292,774.50

Description of Project:

1.12 mi of hot mix asphalt road rehabilitation including base crushing and shaping, trenching, widening, drainage improvements, hot mix asphalt paving and pavement markings on Broadway Road from US-127 easterly to east of Summerton Road, Isabella County.

Administrative Board Approval Date:	October 16, 2007	
Contract Date:	October 23, 2007	
Original Contract Amount:	\$1,313,733.75	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>140,907.93</u>	<u>+ 10.73%</u>
Revised Total	<u>\$1,454,641.68</u>	+ 10.73%

Offset Information

Total Offsets This Request	(\$145,366.00)	- 11.07%
Net Revised Request	(\$4,458.07)	- 0.34%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$1,313,733.75.

Approval of this extra will place the authorized status of the contract 10.73% or \$140,907.93 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1, 2, 3

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

CM 1

Gate Valve, 16"	6.000 Ea @ \$6,000.00/Ea	\$36,000.00
Gate Valve, 24"	3.000 Ea @ \$15,000.00/Ea	45,000.00
Lighted Arrow, Type C, Furn	2.000 Ea @ \$770.40/Ea	1,540.80
Lighted Arrow, Type C, Oper	2.000 Ea @ \$385.20/Ea	770.40
Total		<u>\$83,311.20</u>

CM 1 Offset Information

RSGV in Gate Well, 16"	-6.000 Ea @ \$8,200.00/Ea	(\$49,200.00)
RSGV in Gate Well, 24"	-3.000 Ea @ \$17,150.00/Ea	<u>(51,450.00)</u>
Total		(\$100,650.00)

CM 2

Directional Bore, 20", DR-11, DIPS, HDPE, W/1" PVC Conduit	184.000Ft@ \$214.00/Ft	\$39,376.00
Total		<u>\$39,376.00</u>

CM 2 Offset Information

Bore and Jack, 24"	-184.000 Ft @ \$224.00/Ft	(\$41,216.00)
Total		(\$41,216.00)

CM 3

Paved Ditch, HMA	40.600 Syd @ \$35.00/Syd	\$1,421.00
Yard Drain, Inlet, 6"	3.000 Ea @ \$150.00/Ea	450.00
Yard Drain, Inlet, 8", Inc. Pipe, End Sec., Labor	5.000 Ea @ \$350.00/Ea	1,750.00
Dr Structure, Adj, Add Depth	2.000 Ft @ \$150.00/Ft	300.00
Dr Structure, Tap, 8"	5.000 Ea @ 250.00/Ea	1,250.00
Driveway, Reinf Conc, 6"	81.700 Syd @ \$33.71/Syd	2,754.11
Hand Patching	31.000 Ton @ 144.02/Ton	4,464.62
Pavt, Rem	379.600 Syd @ \$10.00/Syd	3,796.00
Riprap, Plain	51.000 Syd @ \$35.00/Syd	1,785.00
Underdrain, Outlet Ending, 6 inch	2.000 Ea @ \$125.00/Ea	250.00
Total		<u>\$18,220.73</u>

CM 3 Offset Information

Culv End Sect, Conc, 15"	-5.000 Ea @ \$500.00/Ea	(\$2,500.00)
Dr Structure, Tap, 15"	-5.000 Ea @ \$200.00/Ea	<u>(1,000.00)</u>
Total	(\$3,500.00)	

Grand Total

\$140,907.93

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

CM 1

The Saginaw Chippewa Indian Tribe, which is the owner of the proposed water line, wanted a standard 16" Gate Valve in lieu of a 16" Gate Valve in a Gate Well, and a standard 24" Gate Valve in lieu of a 24" Gate Valve in a Gate Well. The extra cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index. The extra costs are completely offset by a \$100,650.00 reduction in the original items listed above.

The extra items for Lighted Arrow, Type C, Furn and Lighted Arrow Type C, Oper are required for the flag control sequence per maintaining traffic typical. However, these items of work were not set up on the plans or in the proposal. The extra cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared MDOT's Average Unit Price Index.

CM 2

Directional Bore, 20", needed to be used in place of Bore and Jack, 24" due to the existing utilities found beneath the intersection. The extra cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index. The extra costs are completely offset by a \$41,216.00 reduction in the original items listed above.

CM 3

HMA ditch paving was added to allow positive drainage without creating soil erosion. Extra, Pave Ditch, HMA was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

A 6" yard drain inlet was needed to provide positive drainage from a private property adjacent to the right of way, where a grading permit to change the driveway slope was granted. Extra Yard Drain, Inlet, 6" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

Yard Drain, Inlet, 8", Includes Pipe, End Section, and Labor which replaces the plan item of culvert end section 15 inch, in order to allow the proposed yard drain to remain within the right of way. The extra cost is completely offset by a \$2,500.00 reduction in the original bid item as listed above.

To allow for positive drainage and provide a flatter front slope of the ditch, an existing catch basin needed to be adjusted to a higher elevation. Dr Structure, Adj, Add Depth was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

Dr Structure, Tap, 8" replaces the plan item of drainage structure tap 15 inch, to allow the proposed yard drain to remain within the Right of Way. The extra cost is completely offset by a \$1,000.00 reduction in the original bid item as listed above.

The existing reinforced concrete driveway on the project was shown as non-reinforced concrete and had to be replaced in kind. Extra, Driveway Reinf Conc, 6", covers the additional cost of the reinforcement. The cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

Most of the existing pavement in the intersection at Rosemary Lane was left in place (solid subbase). Only trenches 3' to 5' wide were removed, requiring a small work area to place HMA base. Hand Patching was added to cover this work.

Removal of some concrete drives were not in the original plans but were needed to complete the work. Extra Pavt, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

Additional plain riprap at the end of spillways and curbs was needed to allow for positive drainage and to control soil erosion. Extra Riprap, Plain was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

A 6" underdrain outlet was needed because the original plans called for the drain to connect to a structure. However, due to the work being done in the area, the underdrain outlet in an open ditch. Extra Underdrain, Outlet Ending, 6" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

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

These Extras were recommended for approval by the State Transportation Commission at its May 28, 2009, meeting, and are now recommended for approval by the State Administrative Board on June 16, 2009.

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, 57.05%; State Restricted Trunkline, 14.26%; Isabella County, 28.69%, 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: 48804.

OVERRUNS

260. **Overrun 2009 - 16**

Control Section/Job Number: 25031-103044 MDOT Project

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

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Ace Asphalt & Paving Co. Inc.
115 South Averill Avenue
Flint, MI 48506

Designed By: MDOT
Engineer's Estimate: \$423,430.46

Description of Project:

1.63 mi of full depth hot mix asphalt repairs on northbound and southbound US-23 at the Owen Road, Silver Lake Road, and North/Torrey Road interchanges in the city of Fenton, Genesee County.

Administrative Board Approval Date:	June 17, 2008	
Contract Date:	June 25, 2008	
Original Contract Amount:	\$528,723.20	
Total of Overruns/Changes (Approved to Date):	52,872.32	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>246,000.18</u>	+ <u>46.53%</u>
Revised Total	<u>\$827,595.70</u>	+ 56.53%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$581,595.52.

Approval of this overrun will place the authorized status of the contract 56.53% or \$298,872.50 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

HMA Approach	3,309.000 Ton @ \$71.02/Ton	\$235,005.18
HMA Quality Initiative		<u>10,995.00</u>
Total		<u>\$246,000.18</u>

Reason(s) for Overrun(s):

The scope of this project was to repair the concrete pavement that was in distress on US-23 (NB&SB) with HMA. The areas that called to be repaired were at several interchanges. The original project had Open Graded Drainage Course (OGDC) that was coated with asphalt or emulsified material when it was originally constructed. During the removal of the distressed concrete, considerable amounts of the OGDC bonded to the bottom of the concrete that was being removed. HMA was used to fill in these voids left by the OGDC.

The engineer determined that one additional location needed to be repaired. The additional HMA Approach that was needed for the project and the HMA Quality Initiative payment on the extra amount of HMA placed caused the overrun on the project.

This Overrun was recommended for approval by the State Transportation Commission at its May 28, 2009, meeting, and is now recommended for approval by the State Administrative Board on June 16, 2009.

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 48430.

261. **Overrun 2009 - 17**

Control Section/Job Number: 13609-88265 Local Agency Project
 State Administrative Board - This project exceeds the 10% limits for reviewing overruns.
 State Transportation Commission - This project exceeds the 15% limits for reviewing overruns.
 Contractor: Hoffman Bros., Inc.
 8574 Verona Road
 Battle Creek, MI 49014
 Designed By: MDOT
 Engineer's Estimate: \$1,198,027.20

Description of Project:

12.78 mi of removal of fixed objects, clearing, upgrade roadway shoulders, install delineators, and permanent marking upgrades on B Drive South from 9 1/2 Mile Road east to 12 Mile Road, N Drive North from 16 Mile Road east to 20 1/2 Mile Road, and Union City Road from R Drive South northerly to H Drive South, Calhoun County.

Administrative Board Approval Date:	March 20, 2007	
Contract Date:	April 24, 2007	
Original Contract Amount:	\$723,837.84	
Total of Overruns/Changes (Approved to Date):	72,383.78	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	8,270.65	+ 1.14%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>47,817.00</u>	+ <u>6.61%</u>
Revised Total	<u>\$852,309.27</u>	+ 17.75%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.14% over the original budget for an **Authorized to Date Amount** of \$804,492.27.

Approval of this overrun will place the authorized status of the contract 17.75% or \$128,471.43 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:

Trimming, Modified	1,540.000 Ea @ \$31.05/Ea	<u>\$47,817.00</u>
Total		<u>\$47,817.00</u>

Reason(s) for Overrun(s):

This job was designed more than two years ago. The changes requiring Trimming, Modified, are due to the natural increase of foliage growth and to weather damage. The contract quantity was not large enough to remove all the branches on the project that needed to be trimmed.

This Overrun was recommended for approval by the State Transportation Commission at its May 28, 2009, meeting and is now recommended for approval by the State Administrative Board on June 16, 2009.

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: FHWA, 90%; Calhoun County, 10%, 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 Codes: 49068, 49029, 49051.

262. **Overrun 2009 - 18**

Control Section/Job Number: 48900-79442 MDOT Project
 State Administrative Board - This project exceeds the 10% limit for reviewing overruns.
 State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.
 Contractor: Bacco Construction Company
 P.O. Box 458
 Iron Mountain, MI 49801
 Designed By: MDOT
 Engineer's Estimate: \$347,439.74

Description of Project:

11.05 acres of forested wetland construction including construction access drive, removal of structures, earthen berms, outfall structures, wetland seeding, and tree and shrub plantings in the southeast quadrant of Section 30, on County Road 466, east of County Road 403, Luce County.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 1, 2006	
Original Contract Amount:	\$256,451.50	
Total of Overruns/Changes (Approved to Date):	37,195.00	+ 14.50%
Total of Extras/Adjustments (Approved to Date):	2,817.23	+ 1.10%
Total of Negative Adjustments (Approved to Date):	(8,000.00)	- 3.12%
THIS REQUEST	<u>26,950.00</u>	+ <u>10.51%</u>
Revised Total	<u>\$315,413.73</u>	+ 22.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.60% over the original budget for an **Authorized to Date Amount** of \$296,463.73.

Approval of this overrun will place the authorized status of the contract 22.99% or \$58,962.23 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board:

Item Number	Amount	SAB Date
2007-03	\$11,550.00	02/06/07

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

Earth Excavation – Wetland	4,900.000 Cyd @ \$5.50/Cyd	<u>\$26,950.00</u>
Total		<u>\$26,950.00</u>

Reason(s) for Overrun(s):

When this project was designed, the bid item Earth Excavation – Wetland was calculated by simply taking the difference between the existing grade and the finish grade. This calculation included a layer of topsoil that needed to be removed and then replaced. In order for the finish grade to have the proper depth of topsoil, an additional depth below finish grade needed to be excavated to allow for the replacement of topsoil to be at the proper finish grade.

This work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its May 28, 2009, meeting, and is now recommended for approval by the State Administrative Board on June 16, 2009.

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49868.

263. **Overrun 2009 - 19**

Control Section/Job Number: 80555-82837 Local Agency Project

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

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

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

Designed By: Local Agency

Engineer's Estimate: \$463,348.95

Description of Project:

1.83 mi of cold milling, trenching, culverts, hot mix asphalt overlay, and pavement marking on Red Arrow Highway from the Hartford city limit east to County Road 681, Van Buren County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 4, 2007	
Original Contract Amount:	\$386,997.65	
Total of Overruns/Changes (Approved to Date):	38,699.77	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	27,504.39	+ 7.11%
Total of Negative Adjustments (Approved to Date):	(5,843.56)	- 1.51%
THIS REQUEST	<u>33,616.60</u>	+ <u>8.69%</u>
Revised Total	<u>\$480,974.85</u>	+ 24.28%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.11% over the original budget for an **Authorized to Date Amount** of \$453,201.81.

Approval of this overrun will place the authorized status of the contract 24.28% or \$93,977.20 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 Approach	495.640 Ton @ \$65.00/Ton	\$32,216.60
Cold Milling HMA Surface	200.000 Syd @ \$7.00/Syd	<u>1,400.00</u>
Total		<u>\$33,616.60</u>

Reason(s) for Overrun(s):

HMA Approach - There was an error in the plans; the HMA application chart stated one rate while the typical stated a different rate. The contractor, of course, chose to start with the larger rate. The inspector on the project checking yield also looked at the wrong rate. The error was not realized until the construction engineer checked the operation later in the day. The rate was then corrected for the balance of the day's run, however, the opposing lane had to match the higher rate on the first lane causing a further increase. As this error was the result of an error in the plans, the project engineer is requesting payment for the overrun to the contractor.

Cold Milling HMA Surface - Plan Quantity only included a quantity for the main line and the joints at the intersections. Other areas at the intersections to correct slope, and deviations at the intersections and the curb reveals, were not included in the plan quantities.

This Overrun was recommended for approval by the State Transportation Commission at its May 28, 2009, meeting and is now recommended for approval by the State Administrative Board on June 16, 2009.

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

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

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49057.

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

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

Respectfully submitted,

Authorized Signature on File
June 9, 2009

Kirk T. Steudle
Director

APPROVED

June 16, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A special meeting of the Transportation and Natural Resources
Committee was held at 11:00 a.m. on June 16, 2009. Those present
being:

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

Member: Gary Owen, representing Approved _____
Lt. Governor Cherry

Member: Patrick F. Isom, representing Approved _____
Attorney General Cox

Others: Carol Wolenberg, Department of Education; Sherry Bond, Linda
Feldpausch, Elise Lancaster, Janet Rouse, Department of Management
and Budget; Leon Hank, Amy Meldrum, Department of Transportation;
Mary G. MacDowell, Department of Treasury; Steven Liedel,
Governor's Legal Staff; Jerry Crandall, MIRS

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation special agenda was presented.

Following discussion, Mr. Isom moved that the Transportation special
agenda be recommended to the State Administrative Board for approval.
Supported by Mr. Owen, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: June 16, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM
State Administrative Board Meeting: June 16, 2009 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

CONTRACT

1. *ATTORNEY GENERAL - Special Assistant Attorney General
Contract (2009-0581) between MDOT and K&L Gates LLP will provide for a Special Assistant Attorney General to represent MDOT with specialized legal representation regarding prospective railroad right-of-way acquisition, in accordance with an appointment by and under the direction and supervision of the Office of the Attorney General, Transportation Division. The contract amount will be \$115,850. The contract will be in effect from the date of award through September 30, 2010. Source of Funds: 100% FY 2009 State Restricted Comprehensive Transportation Funds.

Criticality: Special Assistant Attorneys General are necessary to assist the Office of the Attorney General, Transportation Division, in providing specialized legal representation.

Purpose/Business Case: To provide for legal services to be performed under the direction of the Office of the Attorney General, Transportation Division.

Benefit: Will provide services that will result in a lower level of risk to MDOT.

Funding Source: 100% FY 2009 State Restricted Comprehensive Transportation Funds.

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

Risk Assessment: Without adequate legal services, there may be an increase in the level of risk to MDOT.

Cost Reduction: N/A.

Selection: Best value.

New Project Identification: This is a new project.

Zip Code: 48909.

4. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907041 \$ 1,048,895.35
PROJECT ARU 82021-105834, ETC
LOCAL AGRMT.
START DATE - AUGUST 07, 2009
COMPLETION DATE - SEPTEMBER 25, 2009

1.26 mi of freeway ramp full depth concrete pavement repairs and shoulder reconstruction on the westbound I-94 exit ramp to Belleville Road, on southbound Belleville Road to the westbound I-94 entrance ramp, on northbound Belleville Road to the westbound I-94 entrance ramp, on the eastbound I-94 exit ramp to Haggerty Road, on southbound Haggerty Road to the westbound I-94 entrance ramp, and on northbound Haggerty Road to the westbound I-94 entrance ramp, Wayne County. This project includes a 5 year materials and workmanship pavement warranty.

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

25.00 % DBE PARTICIPATION REQUIRED

5. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907043 \$ 405,736.35
PROJECT AR1 53041-103022
LOCAL AGRMT.
START DATE - SEPTEMBER 08, 2009
COMPLETION DATE - NOVEMBER 06, 2009

0.47 mi of hot mix asphalt cold milling and resurfacing on US-10 (James Street) from south of Dowland Street to Ludington Avenue (US-10) in the city of Ludington, Mason County.

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

0.00 % DBE PARTICIPATION REQUIRED

6. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907086 \$ 1,744,475.60
PROJECT AR1 70041-106099
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 02, 2009

11.01 mi of cold milling and hot mix asphalt resurfacing on M-45 from US-31 easterly to west of 68th Avenue, Ottawa County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

5.00 % DBE participation required

10. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907094 \$ 770,302.33
PROJECT AR 59042-105521
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - 12 working days

5.95 mi of hot mix asphalt cold milling, resurfacing, and single course chip seal on M-46 from west of the southbound US-131 entrance ramp easterly to west of Amble Road, Montcalm County. This project includes a 3 year pavement performance warranty and a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

4.00 % DBE participation required

11. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907096 \$ 342,622.34
PROJECT AR1 20031-106199
LOCAL AGRMT.
START DATE - JUNE 01, 2010
COMPLETION DATE - JUNE 25, 2010

3.31 mi of paver placed surface seal on M-93 from Margrethe Boulevard/Camp Grayling northeasterly to the M-93/M-72 intersection, Crawford County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

0.00 % DBE participation required

12. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907105 \$ 840,691.72
PROJECT AR1 45021-106093
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - 19 working days

16.44 mi of overband crack filling, chip sealing, approach work, shoulder, and pavement repairs on M-72 from M-22 easterly to Bugai/Gray Road in the village of Empire, Leelanau County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

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

0.00 % DBE participation required

LOCAL PROJECTS

13. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907047 \$ 1,290,897.75
PROJECT ARU 41401-106269
LOCAL AGRMT. 09-5211
START DATE - 10 days after award
COMPLETION DATE - MAY 15, 2010

1.60 mi of concrete resurfacing including cold milling concrete whitetopping, concrete sidewalk ramps, and pavement markings on Patterson Avenue from M-37 (Broadmoor Road) to 44th Street, Kent County.

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

3.00 % DBE PARTICIPATION REQUIRED

14. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907049 \$ 1,046,034.97
PROJECT ARUL 61407-106547
LOCAL AGRMT. 09-5253
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 15, 2009

0.49 mi of concrete road reconstruction including pavement removal, aggregate base, storm sewer, watermain, concrete pavement and sidewalk ramps, and pavement markings on Laketon Avenue from Peck Street to Wood Street in the city of Muskegon, Muskegon County.

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

5.00 % DBE PARTICIPATION REQUIRED

15. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907050 \$ 1,025,690.70
PROJECT ARU 50458-104565, ETC
LOCAL AGRMT. 09-5283
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 30, 2009

0.84 mi of hot mix asphalt cold milling and resurfacing, concrete pavement and repairs, and earthwork on 10 Mile Road from Lawrence Street to the west city limits and from Phlox Street to Hayes Road in the cities of East Pointe and Center Line, Macomb County.

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

3.00 % DBE PARTICIPATION REQUIRED

16. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907051 \$ 929,181.00
PROJECT ARU 82457-106809
LOCAL AGRMT. 09-5280
START DATE - 10 days after award
COMPLETION DATE - 40 working days

0.76 mi of hot mix asphalt resurfacing, sidewalk ramp upgrades, and pavement markings on Warren Road from Inkster Road easterly to Beech-Daly Road in the city of Dearborn Heights, Wayne County.

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

5.00 % DBE PARTICIPATION REQUIRED

17. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907052 \$ 882,925.00
PROJECT ARL 38555-106225
LOCAL AGRMT. 09-5209
START DATE - SEPTEMBER 12, 2009
COMPLETION DATE - 70 calendar days

0.80 mi of machine grading, aggregate base, hot mix asphalt paving, pavement marking, traffic control, and slope restoration on East Michigan Avenue from Fox Road to Gillett's Lake Road, Jackson County.

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

3.00 % DBE PARTICIPATION REQUIRED

18. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907055 \$ 839,351.00
PROJECT ARU 41401-104904
LOCAL AGRMT. 09-5213
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 25, 2009

2.75 mi of hot mix asphalt base crushing and shaping, shoulders, hot mix asphalt paving, guardrail, pavement marking, and flag control on 5 Mile Road from Gavin Lake to Lincoln Lake, Kent County.

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

3.00 % DBE PARTICIPATION REQUIRED

19. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907057 \$ 789,273.46
PROJECT ARU 63459-104662
LOCAL AGRMT. 09-5286
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 09, 2009

0.58 mi of concrete pavement cracking and seating, concrete pavement repairs, cold milling hot mix asphalt and resurfacing, concrete sidewalks and ramps, and signal upgrades on 10 Mile Road from Greenfield Road easterly to Kenosha Avenue in the city of Oak Park, Oakland County.

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

5.00 % DBE PARTICIPATION REQUIRED

20. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907058 \$ 782,451.25
PROJECT ARU 41401-104913
LOCAL AGRMT. 09-5276
START DATE - 10 days after award
COMPLETION DATE - JUNE 11, 2010

0.26 mi of road reconstruction including hot mix asphalt cold milling and paving, watermain replacement, concrete sidewalk ramps, traffic signal work, landscaping, and pavement markings on Breton Avenue from Burton Street to the north city limits of Grand Rapids, Kent County.

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

0.00 % DBE PARTICIPATION REQUIRED

27. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907078 \$ 513,137.50
PROJECT ARUL 61407-106701
LOCAL AGRMT. 09-5301
START DATE - SEPTEMBER 15, 2009
COMPLETION DATE - OCTOBER 16, 2009

0.40 mi of hot mix asphalt road reconstruction including pavement removal, hot mix asphalt paving, watermain, sanitary sewer, concrete sidewalk and ramps, and pavement markings on Mears Avenue from Gibbs Street to Slocum Street in the city of Whitehall, Muskegon County.

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

3.00 % DBE participation required

28. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907079 \$ 504,978.50
PROJECT ARU 33403-106398
LOCAL AGRMT. 09-5262
START DATE - AUGUST 07, 2009
COMPLETION DATE - 35 calendar days

0.93 mi of hot mix asphalt cold milling and resurfacing, pavement markings, sanitary sewer repair, and concrete sidewalk ramps on Washington Avenue from Miller Road to Jolly Road in the city of Lansing, Ingham County.

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

3.00 % DBE participation required

29. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907081 \$ 364,077.65
PROJECT ARU 82457-106821
LOCAL AGRMT. 09-5304
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 30, 2009

0.38 mi of hot mix asphalt cold milling and resurfacing, concrete base repair, curb, gutter, and sidewalk ramps, drainage structure adjustments, and pavement markings on St. Claire Avenue from Mack Avenue to Waterloo Avenue in the city of Grosse Pointe, Wayne County.

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

0.00 % DBE participation required

30. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907085 \$ 423,698.00
PROJECT ARUL 03479-89545
LOCAL AGRMT. 09-5266
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 24, 2009

2.26 mi of hot mix asphalt cold milling and resurfacing, clearing, tree removal, and aggregate shoulders on Babylon Road from M-40 easterly to River Street in the city of Allegan, Allegan County.

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

0.00 % DBE participation required

31. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907089 \$ 1,069,295.25
PROJECT ARL 39405-106603, ETC
LOCAL AGRMT. 09-5297
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 14, 2009

2.25 mi of hot mix asphalt crushing, shaping, and resurfacing, aggregate base and shoulders, concrete curb and gutter, ditching, and guardrail upgrades on 12th Street from D Avenue northerly to C Avenue and on 8th Street from R Avenue northerly to Q Avenue, Kalamazoo County.

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

5.00 % DBE participation required

32. LETTING OF JULY 10, 2009 ENGINEER'S ESTIMATE
PROPOSAL 0907098 \$ 1,859,296.90
PROJECT ARUL 73404-103866
LOCAL AGRMT. 09-5345
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 13, 2009

1.46 mi of reconstruction including hot mix asphalt pavement, concrete curb and gutter, storm sewer, concrete sidewalk, and earthwork on South Outer Drive from Hess Road to Perkins Street, Saginaw County.

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

5.00 % DBE participation required

Mr. Berger presented the Transportation and Natural Resources Committee Reports for the regular meeting of June 10, 2009, and the special meeting of June 16, 2009. After review of the foregoing Transportation and Natural Resources Committee Reports, Mr. Berger moved that the Report covering the regular meeting of June 10, 2009, with Items 26 and 33 of the Transportation regular agenda withdrawn at the State Administrative Board meeting on June 16, 2009, and the Report covering the special meeting of June 16, 2009, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

SECRETARY

CHAIRPERSON