

# APPROVED

August 5, 2008

Michigan State  
Administrative Board

Lansing, Michigan

July 15, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, July 15, 2008, at 11:00 a.m.

Present: Steven Liedel, Deputy Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson  
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor  
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General  
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer  
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of State  
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation  
Elaine Madigan, Executive Director of School Finance and School Law, representing Michael P. Flanagan, Superintendent of Public Instruction  
Sherry Bond, Secretary

Others Present:

James Burris, Elise Lancaster, Eva Rojas, Department of Management and Budget; Mike Blackledge, Amy Meldrum, Wayne Roe, Jr., Department of Transportation

1. CALL TO ORDER:

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

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

Mr. Hank moved that the minutes of the regular meeting of July 1, 2008, and the special meeting of July 10, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

**Retention and Disposal Schedules:**

DEPARTMENT OF COMMUNITY HEALTH, State Hospital and Center Operations,  
7/15/2008

DEPARTMENT OF ENVIRONMENTAL QUALITY, Office of Geological Survey,  
7/15/2008

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

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

# APPROVED

July 15, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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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 **July 8, 2008**. Those present being:

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

Member: Susan Sonneborn, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: Steven Liedel, representing Approved \_\_\_\_\_  
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James  
Burris, Cindy Collins, Eva Rojas, Department of Management and  
Budget

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The Building Committee regular agenda was presented.

Following discussion, Mr. Liedel moved that the regular agenda be  
recommended to the State Administrative Board for approval with Item 6  
of the regular agenda contingent upon clarification of the contract  
amount. Supported by Ms. Sonneborn, the motion was unanimously  
adopted.

Ms. MacDowell adjourned the meeting.

# AGENDA

7/8/08 11:53 Version

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

July 8, 2008 / July 15, 2008  
11:00 A.M. Lake Superior Room 1<sup>st</sup> 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 TRANSPORTATION, PONTIAC – Oakland Transportation Service Center – New Transportation Service Center  
File No. 591/07242.MNB - Index No. 27000  
Low Responsive Bidder: Builders, Inc., Clarkston; \$2,289,000.00

#### **Purpose/Business Case**

The purpose of this contract is for construction of the new Oakland Transportation Service Center.

#### **Benefit**

The State will benefit by having a facility to house all MDOT Oakland County staff that manage all road and bridge projects in Oakland County.

#### **Funding Source**

100% Restricted Funds (Trunkline)

#### **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 agency continuing to occupy inadequate leased space which will lead to inefficiencies in providing required services to the public.

#### **Zip Code**

48238

2. DEPARTMENT OF NATURAL RESOURCES, OSCODA – Van Etten Lake State Forest Campground – Campground and Boating Access Site Development  
File No. 751/08097.AGY – Index No. 54010  
Low Responsive Bidder: Katterman Trucking, Inc., Hale; \$302,357.50

#### **Purpose/Business Case**

The purpose of this contract is to develop the campground with defined camping sites, bituminous surfaced drives and boat launch areas, vault toilets, expanded municipal water service, and related items, which are all ADA requirements.

**Benefit**

The State will benefit by improving lines of sight for highway traffic, bringing the site into compliance with ADA accessibility requirements, improving sanitation, and reducing erosion.

**Funding Source**

100% Restricted MDNR 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 results in potential safety hazards and being non-compliant with ADA accessibility.

**Zip Code**

48750

3. DEPARTMENT OF NATURAL RESOURCES, MACKINAW CITY – Mackinaw City State Harbor of Refuge – Shore Work Construction – Phase 3  
File No. 751/02264.HRB - Index No. 99016  
Low Responsive Bidder: Cordes Excavating, Inc., Hillman; \$5,226,140.01

**Purpose/Business Case**

The purpose of this contract is to construct the shore side elements of the State Harbor of Refuge.

**Benefit**

The State will benefit by providing an additional harbor of refuge in the Straits of Mackinac, an area heavily used by boaters and demonstrated to have a shortage of safe harbor slips.

**Funding Source**

100% Restricted Funds (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 a deficiency of safe harbor of refuge space in the heavily used Straits of Mackinac area.

**Zip Code**

49701

4. DEPARTMENT OF NATURAL RESOURCES, GAYLORD – Otsego Lake State Park – Construct New Toilet/Shower Building  
File No. 751/08013.JAN - Index No. 50900  
Low Responsive Bidder: D & K Engineered Construction, Inc., Grand Rapids; \$814,454.00

**Purpose/Business Case**

The purpose of this contract is to demolish the existing toilet/shower building at the south campground and replace it with a new energy efficient "green building". In addition, a new septic field and pump house will be constructed to accommodate the building requirements.

**Benefit**

The State will benefit by having an energy efficient building as outlined in Executive Directive No. 2005-4, and sufficient toilet and shower capacity to serve the state park users.

**Funding Source**

60% Park Improvement Funds; 40% Land & Water Conservation Fund

**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 campground continuing to use the less efficient existing building which is deteriorating rapidly.

**Zip Code**

49735

5. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lewis Cass Building – East Parking Lot Renovation & Retaining Wall Replacement  
File No. 071/06399.RMP - Index No. 44101  
Low Responsive Bidder: Moore Trosper Construction Company, Inc., Holt:  
\$319,900.00

**Purpose/Business Case**

The purpose of this contract is to renovate the East parking lot, retaining wall, Pine Street entrance, seal and re-stripe employee parking lot and related parking lot drainage and storm sewer improvements.

**Benefit**

The State will benefit by reducing maintenance and operating costs.

**Funding Source**

100% Agency Operating Funds

**Commitment**

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

**Risk Assessment**

Failure to approve this contract will result in the State incurring additional costs for continuous maintenance of the parking lots.

**Zip Code**

48933

## **AWARD OF PROFESSIONAL SERVICES CONTRACT**

6. DEPARTMENT OF ENVIRONMENTAL QUALITY, KALAMAZOO AND ALLEGAN COUNTIES – Kalamazoo River NRDA Site – Natural Resource Damage Assessment for the Kalamazoo River  
File No. 761/08184.SAR - Index No. 45865  
Low Responsive Bidder: Stratus Consulting, Inc., Boulder, CO; \$280,144.00

### **Purpose/Business Case**

The purpose of this contract is to provide professional environmental services for a period of three years to update the Stage One Natural Resources Damage Assessment (NRDA) plan for the Kalamazoo River site. The natural resources at the site have been harmed as a result of releases of polychlorinated biphenyl (PCB) compounds associated with de-inking and re-pulping of recycled paper at various paper companies located within the Kalamazoo and Plainwell areas. The consultant will perform additional assessment of the River, settlement negotiations and public outreach efforts for the site.

### **Benefit**

The State will benefit by complying with the environmental regulations and protecting the environment.

### **Funding Source**

100% Clean Michigan Initiative (CMI)

### **Commitment**

The contract cost is fixed based on a competitive selection process. The amount of the contract is within the authorized budget.

### **Risk Assessment**

Failure to approve this contract will result in not conducting the needed natural resource damage assessment. The lack of assessment will complicate the efforts to protect the environment. Also, it may jeopardize the federal funding to the project and risk violating environmental regulations.

### **Zip Code**

Various

## **REVISIONS TO CONSTRUCTION CONTRACTS**

7. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – MDOT  
Warehouse - Upgrades  
File No. 071/06097.JAN – Index No. 53224  
Moore Trospen Construction Company, Holt; CCO No. 4, Incr. \$89,427.38

### **Purpose/Business Case**

The purpose of this change order is to provide modifications to the mechanical and electrical systems throughout the building as required by the current building codes. These changes are the result of field conditions discovered during construction.

**Benefit**

These changes will increase energy efficiency, reduce maintenance costs and bring the building into compliance with the current building codes.

**Funding Source**

100% State Building Authority Funds

**Commitment**

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

**Risk Assessment**

Failure to approve this change order would result in a less efficient building and non-conformance with building codes.

**Zip Code**

48909

**LEASE FOR PRIVATE PROPERTY**

8. DEPARTMENT OF STATE, INDEPENDENCE TOWNSHIP - New Lease #11335-2007 effective September 1, 2008, through August 31, 2018, with Shashabaw Crossing, LLC, a Limited Liability Company, 25900 West Eleven Mile Road, Suite 250, Southfield, Michigan 48034, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 4,000 square feet of office space located at 7102 South Sashabaw Road, Independence Township, Michigan 48348. The rental rate for the first five months of this Lease is zero. The annual per square foot rental rate for this space is \$17.90 (\$5,966.67 per month) with a mid term annual per square foot rent increase to \$20.90 (\$6,966.67 per month). This rate does not include electricity, gas, janitorial, including removal of wastebasket trash and replacement of tubes and bulbs. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$23.00 (\$7,666.67 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

The purpose of this new lease is to combine offices by relocating into a larger new Plus Center which will provide the Department with an appropriate sized office to better serve the customers of Oakland County. This will become a Plus Office and will benefit the customers by bringing additional services to the area. The rental rate is within the current market rate for comparable space in this sub-market.

**Benefit**

Approval of this lease will allow the Department to properly provide client services in adequate office space by offering additional services to the area.

**Funding Source**

73% Restricted Funds; 27% General Fund

**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 providing services to the citizens of the surrounding area and from meeting the requirements of the Motor Vehicle Code.

**Zip Code**

48348

**ADDENDUM TO LEASE FOR PRIVATE PROPERTY**

9. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, KINGSFORD - Addendum #1 to Lease #11027 approved by the State Administrative Board on July 1, 2003, Item #5, between TRICO Opportunities, Inc., a Michigan Non-Profit Corporation, PO Box 2610 (140 North Hooper Street), Kingsford, Michigan 49802, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth, as Lessee, for 168 square feet of space located at 140 North Hooper Street, Kingsford, Michigan 49802. This Addendum provides for extending the current lease term three years with an increase in the rental rate, update the Barrier Free language, correct a typographical error in Article III (3.1bb) of the original lease and add the Electronic Funds Transfer language. The annual per square foot rental rate is \$11.21 (\$156.94 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. 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 space is used by the Department of Labor and Economic Growth for its Michigan Rehabilitation Services counselor. The space continues to meets its program needs.

**Benefit**

Extension of this Lease allows the Department to remain at the current location and avoid relocations costs. The rental rate is within current market rate.

**Source of Funds**

100% Federal Funds

**Commitment Level**

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

**Risk Assessment**

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

**Zip Code**

49802

## **RENEWAL OF LEASE FOR PRIVATE PROPERTY**

10. DEPARTMENT OF STATE, PAW PAW - Renewal of Lease #10418 effective October 1, 2008, through September 30, 2018, with Case Development, LLC, a Limited Liability Company, 181 West Michigan Avenue, Suite 1, P.O. Box 520, Paw Paw, MI 49079, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 1,800 square feet of office space located at 1037 East Michigan Avenue, Paw Paw, MI 49079. The annual per square foot rental rate for this space is \$10.80 (\$1,620.00 per month). This rate does not include electricity, janitorial, replacement of tubes and bulbs, pest control, or fire extinguishers. This Lease contains one 5-year renewal option with an annual per square foot rental rate of \$15.00 (\$2,250.00 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**

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

### **Funding Source**

27% General Fund; 73% Restricted Funds

### **Commitment Level**

Ten years with one 5-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 required to relocate.

### **Zip Code**

49079

## **GRANT OF EASEMENT**

11. THE DEPARTMENTS OF MANAGEMENT AND BUDGET (DMB) AND COMMUNITY HEALTH (DCH) – YORK TOWNSHIP, WASHTENAW COUNTY to Washtenaw County for the purpose of installing and maintaining a communications tower to be integrated into the Michigan Public Safety Communication System (MPSCS) on land described below (“Property”) under the jurisdiction of the Department of Community Health in Washtenaw County, Michigan. This is an easement in gross for consideration of \$1.00 (one dollar).

### **Legislative Background**

Public Act 431 of 1984, as amended, (the "Act") authorizes the State Administrative Board to grant an easement in gross to Washtenaw County for consideration of \$1.00 (one dollar).

The Property is described as:

A parcel of land in the NW ¼ of the NE ¼ Section 2, T.4S., R.6E., York Township, Washtenaw County, Michigan and more particularly described as commencing at the S ¼ corner Section 35, T.3S., R.6E. thence S 89°57'47"E 1.31 feet along the township line to the N1/4 corner Section 2, T.4S., R6E., thence S89°57'47"E 640.77 feet along said township line, thence S01°40'14"E 773.09 feet to the Point of Beginning, thence N 88°19'46"E 100.00 feet, thence S01°40'14"E 100.00 feet, thence S88°19'46"W 100.00 feet, thence N 01°40'14"W 100.00 feet to the Point of Beginning, containing 10,000.00 square feet or 0.23 acres.

Including a 20 and 30 foot wide easement for ingress/egress and utilities described as follows;

Commencing at the S ¼ corner Section 35, T.3S., R.6E. thence S 89°57'47"E 1.31 feet along the township line to the N1/4 corner Section 2, T.4S., R6E., thence S89°57'47"E 561.84 feet along said township line, thence S00°02'13"E 33.00 feet to the south right of way of Bemis Road and the Point of Beginning, thence continuing S00°02'13"E 51.14 feet, thence S 58°09'26"E 61.52 feet, thence S01°40'14"E 757.21 feet, thence N88°19'46"E 30.00 feet, thence N01°40'14"W 761.35 feet, thence N 58°09'26"W 73.01 feet, thence N00°02'13"W 40.01 feet to the south right of way of Bemis Road, thence N89°57'47"W 20.00 feet to the Point of Beginning.

### **Purpose/Business Case**

The Property shall be used to install, maintain and operate a communication tower which will be integrated into the current Michigan Department of Information Technology Michigan Public Safety Communication System (MPSCS). MPSCS, along with DCH has approved this easement location.

### **Benefit**

The approval of this easement will allow Washtenaw County to construct a tower on this site that will integrate into the MPSCS providing greater public safety communications coverage throughout Washtenaw County. This tower will enhance the current MPSCS system at very little cost to the state.

### **Funding Source/Commitment Level**

N/A

### **Risk Assessment**

Failure to approve this easement would result in the County not obtaining a location for their proposed tower. DCH has reviewed the location of this site and concluded that the proposed tower will not interfere with their operations.

**Zip Code**  
48197

### **CONTRACT CHANGE ORDER**

12. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #24 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 build out of a storage room and office space, as requested by the Department of Management and Budget at a cost not-to-exceed \$64,865.29. The space is located at 3044 W. Grand Blvd., Detroit, MI 48202

#### **Purpose/Business Case**

The purpose of this CCO is to provide for the cost of labor and materials to build out a storage room and office space at Cadillac Place in Detroit, to be occupied by the Michigan Department of Agriculture.

#### **Benefit**

This CCO allows the Michigan Department of Agriculture to relocate from leased space to Cadillac Place in compliance with the intent of Executive Directive 2007-9.

#### **Source of Funds**

100% Restricted General Fund, billed back to the Department of Agriculture.

#### **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 recognizing a cost savings by canceling Department of Agriculture's, Lease #10526 in Southfield and will prevent co-location with other state agencies into one central location at Cadillac Place in Detroit.

**Zip Code**  
48202

13. DEPARTMENT OF COMMUNITY HEALTH, HOUGHTON - CCO #3 for Lease #11067 approved by the State Administrative Board on December 7, 2004, Item #6 between Michigan Technological University, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Community Health, as Lessee. This CCO provides for renovations to the laboratory space, as requested by the Department of Community Health at a cost not-to-exceed \$33,838.64. The space is located at 1402 E. Sharon Ave., Suite #301 & 401, Houghton, MI 49931

#### **Purpose/Business Case**

The purpose of this CCO is to provide for labor and material to install cabinetry, shelving, bench space, ventilation exhaust system and associated electrical and plumbing work.

**Benefit**

This CCO allows the laboratory to enhance laboratory testing services and provide essential services needed in the Upper Peninsula area that are not available at this time.

**Source of Funds**

100% Federal Funds

**Commitment Level**

Present through December 6, 2014; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this CCO will hinder the Department from expanding and providing additional essential services to the Upper Peninsula area.

**Zip Code**

49931

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Ms. MacDowell presented the Building Committee Report for the regular meeting of July 8, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held July 8, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

# APPROVED

July 15, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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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 **July 8, 2008**. Those present being:

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

Member: Iris Lopez, representing Approved \_\_\_\_\_  
Attorney General Cox

Member: Steven Liedel, representing Approved \_\_\_\_\_  
Governor Granholm

Others: Kristi Broessel, Department of Community Health; Sherry Bond,  
James Burris, Elise Lancaster, Eva Rojas, Department of  
Management and Budget; Susan Sonneborn, Governor's Legal Staff

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The Finance and Claims Committee regular agenda was presented.

Following discussion, Ms. Lopez moved that the regular agenda be recommended to the State Administrative Board for approval with Item 11(1) of the regular agenda contingent upon receipt of a copy of the federal legal mandate. The motion was supported by Mr. Liedel and unanimously adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board on July 15, 2008, Item 7(1) was withdrawn by the Department of Management and Budget.***

**A G E N D A**

7/8/08 2:50 version

**FINANCE AND CLAIMS COMMITTEE**

July 8, 2008, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

July 15, 2008, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> 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 CONTRACTS**

Requests approval of the following:

1. DEPARTMENT OF COMMUNITY HEALTH

- 1) Michigan State University East Lansing, MI
  - \$ 67,884.00 Amendment
  - \$ 6,805,969.00 New Total
  - FY08** 63.97% Federal Funds
  - 14.67% State GF
  - 0.22% State Restricted
  - 21.14% Local
  - Additional funding for one year grant agreement to provide various community health projects
  
- 2) Various Vendors (Listing on File)
  - \$ 2,835,308.00 Amendment
  - \$113,400,003.00 New Total
  - FY08** 30.31% State GF
  - 3.5% State Restricted
  - 66.19% Federal
  - Additional funds for one year grant agreement that will set forth a joint cooperative effort facilitating the delivery of health services to citizens of the state with local health departments

1. DEPARTMENT OF COMMUNITY HEALTH continued

- 3) American College of Emergency Physicians  
Lansing, MI \$ 50,000.00 Total  
**FY08** 100% Federal Funds  
3-month grant to provide funding for coordinating a one-day conference to introduce and train statewide partners on the newly developed state trauma/burn surge plan
- 4) Region 2 Area Agency on Aging  
Brooklyn, MI \$ 60,519.00 Amendment  
\$ 5,109,440.00 New Total  
**FY08** 58.10% Federal Funds  
41.90% State GF  
Additional funds for MI Choice Home and Community Based Services for the elderly and disabled waiver program services as an option to institutionalization in nursing facilities
- 5) Region IV Area Agency on Aging, Inc.  
St. Joseph, MI \$ 31,044.00 Amendment  
\$ 5,898,571.00 New Total  
**FY08** 58.10% Federal  
41.90% State GF  
Additional funds for MI Choice Home and Community Based Services for the elderly and disabled waiver program services as an option to institutionalization in nursing facilities



3. DEPARTMENT OF HUMAN SERVICES continued

- 2) Ann C. Cuhran  
Stevensville, MI
- NOT TO EXCEED  
\$ 48,750.00 Total  
**FY08-11** 100% Federal Funds  
Three-year, two-month, 16-day  
contract for Foster and  
Adoptive Home Recruitment  
services
- 3) Lewis Cass ISD  
Cassopolis, MI
- NOT TO EXCEED  
\$ 270,000.00 Total  
**FY08-10** 100% Federal Funds  
Two-year, two-month, 15-day  
contract for Wraparound  
Coordination services
- 4) Child and Family Services  
Benton Harbor, MI
- NOT TO EXCEED  
\$ 203,998.00 Total  
**FY08-10** 100% Federal Funds  
Two-year, two-months, 15-day  
contract for Family Advocate  
Services
- 5) Central Diagnostic and  
Referral Services  
East Lansing, MI
- \$ 99,988.62 Amendment  
\$ 455,987.75 New Total  
**FY08-09** 100% Federal Funds  
Additional funding for Increase  
number of units provided for  
Substance Abuse Support  
Services

4. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Statewide Workforce \$ 700,000.00 Amendment  
Development Boards \$ 2,100,000.00 New Total  
(Listing on file) **FY08-09** 100% Federal Funds  
Grantees will be provided additional federal funding to continue the Disability Program Navigator (DPN) in the local One-Stop service centers. The goal of the DPN is to achieve seamless, comprehensive and integrated access to services for customers with disabilities.
- 2) Ms. Nellie Jenkins-Kendrick \$ 250,000.00 Amendment  
for the Detroit Workforce \$ 1,050,000.00 New Total  
Development Department **FY08** 100% Federal Funds  
Detroit, MI (WIA) The Grantee will receive additional federal funds to engage the youth of Detroit in summer job opportunities
- 3) Lewis & Ellis, Inc. \$ 30,500.00 Total  
Actuarials and Consultants **FY08** 100% Restricted Funds  
Overland Park, KS This contract will provide professional development and continuing education required for financial staff to attain and maintain financial designations in accordance with NAIC accreditation standards
- 4) Statewide Workforce \$ 6,600,000.00 Total  
Development Boards **FY08-09** 100% Federal Funds  
(Listing on file) (WIA) Grantees will be provided federal National Emergency Grant funding to train workers dislocated as a result of plant closures/mass layoffs in their service areas

5. DEPARTMENT OF MANAGEMENT AND BUDGET/MICHIGAN STATE FAIR

1) Anastasini Circus Englewood, FL	NOT TO EXCEED \$ 32,500.00 (One-Time) <b>FY08</b> 100% Restricted Funds 071R8200423 Professional and Grounds Entertainment
Corbin Blue	NOT TO EXCEED \$ 50,000.00 (One-Time) <b>FY08</b> 100% Restricted Funds 071R8200423 Professional and Grounds Entertainment
Vanessa Hudgens	NOT TO EXCEED \$ 50,000.00 (One-Time) <b>FY08</b> 100% Restricted Funds 071R8200423 Professional and Grounds Entertainment
Raven Symone	NOT TO EXCEED \$ 50,000.00 (One-Time) <b>FY08</b> 100% Restricted Funds 071R8200423 Professional and Grounds Entertainment
Miracle of Life East Lansing, MI	NOT TO EXCEED \$ 75,305.00 (One-Time) <b>FY08</b> 100% Restricted Funds 071R8200423 Professional and Grounds Entertainment
Alice Cooper Detroit, MI	NOT TO EXCEED \$ 80,000.00 (One-Time) <b>FY08</b> 100% Restricted Funds 071R8200423 Professional and Grounds Entertainment

**SECTION II. DMB CONTRACTS**

Requests approval of the following:

**NEW CONTRACTS**

6. DEPARTMENT OF CIVIL SERVICE

- 1) Minnesota Life Insurance Company  
St. Paul, MN
- \$170,641,000.00 (5 y 2.5 m)  
**FY08-13** 100% Restricted Funds  
071I8200104 Employee Life Insurance Administration  
Service for State Employees, their dependents, and Retirees

7. DEPARTMENT OF EDUCATION

- 1) ACT, Inc.  
Iowa City, IA
- NOT TO EXCEED  
\$ 41,069,569.00 (2 y 10 m 16 d)  
**FY08-11** 100% Restricted Funds  
8200133 Administration of the College Entrance and Work Skills Tests for the Michigan Merit Examination

Withdrawn at ad board

8. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) Aeroflex Wichita, Inc  
Wichita, KS
- NOT TO EXCEED  
\$ 104,107.00 (One-Time)  
**FY08** 100% General Funds  
071I8200174 Radio Testing Equipment for Michigan Public Safety Commission
- 2) Hutton Communications, Inc.  
Joliet, IL
- NOT TO EXCEED  
\$ 76,923.00 (One-time)  
**FY08** 100% General Funds  
071I8200172 Analyzers/ Antennas and Radio Equipment for the Michigan Public Safety Commission

8. DEPARTMENT OF INFORMATION TECHNOLOGY continued

3) Tessco Technologies, Inc. NOT TO EXCEED  
Hunt Valley, MD \$ 95,268.67 (One-Time)  
**FY08** 100% General Funds  
071I8200176 Analyzers  
/Antennas and Radio Equipment  
for the Michigan Public Safety  
Commission

**Various RE:START Vendors**

**Short-term Staff Augmentation  
for Information Technology for  
various departments**

4) DataCore \$ 239,200.00 (1 year)  
Angelo Rivera **FY08-09** 100% General Funds  
Clinton Twp., MI 071I8200158 To provide one  
Technology Consultant to  
assist the Department of  
Information Technology and  
Office of Employee and  
Financial Services with IT  
Asset Management project  
(ITAM)

9. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Gabriel Roeder, Smith & Co \$ 1,708,750.00 (3 years)  
Southfield, MI **FY08-11** 100% Restricted Funds  
071I8200024 Health Care  
Actuary

2) Pitman \$ 73,614.31 (3 years)  
Madison Heights, MI **FY08-11** 100% Revolving Funds  
071I8200149 Pre-Press  
Supplies

10. MICHIGAN DEPARTMENT OF STATE POLICE

1) Applied Biosystems \$ 383,607.42 (3 years)  
Foster City, CA **FY08-11** 66% GF 34% Restricted  
551R8200051/071I7200165  
Service Agreement for applied  
Brand Laboratory Equipment

10. MICHIGAN DEPARTMENT OF STATE POLICE continued

- 2) Armor Holdings Forensics, Inc \$ 36,050.00 (One-Time)  
Jacksonville, FL **FY08** 100% Restricted Funds  
551R8200055 Forensic Light  
Source
- 3) Foster & Freeman USA, Inc \$ 103,426.96 (One-Time)  
Sterling, VA **FY08** 100% Restricted Funds  
071B8200169 Video Spectral  
Comparator

**CONTRACT CHANGES**

11. DEPARTMENT OF COMMUNITY HEALTH

- 1) Public Consulting Group \$ 1,728,563.00 Amendment  
Boston, MA \$ 5,030,233.00 New Total  
**FY08-09** 50% Federal Funds  
50% General Funds  
071B7200037 Additional funds  
for the contract for Medicaid  
School-based Services due to  
the new Federal CMS mandate

12. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Complete Source, Inc. \$ 119,125.00 Amendment  
Kentwood, MI \$ 698,488.76 New Total  
**FY08-09** 100% Federal Funds  
071B3001360 Additional  
funding for Printing of  
Unemployment Checks

13. DEPARTMENT OF STATE POLICE

- 1) Reliagene Technologies/  
Orchid Cellmark \$ 247,500.00 Amendment  
East Lansing, MI \$ 1,250,000.00 New Total  
**FY09** 100% Federal Funds  
071B4200020 Additional funds  
for a one-year option to the  
contract for Laboratory Testing  
Services for the Forensic  
Science Division

14. DEPARTMENT OF TREASURY/BUREAU OF LOTTERY

- |    |  |   |
|----|--|---|
| 1) | Engineered Protection<br>Systems, Inc.<br>Grand Rapids, MI | \$ 20,000.00 Amendment<br>\$ 81,464.00 New Total<br><b>FY08-09</b> 100% Restricted Funds<br>071B5200123 Additional funds<br>for a one-year option to the<br>contract for Alarm Maintenance<br>and Monitoring Services at<br>Lottery Offices |
| 2) | Pollard Banknote Limited<br>Partnership<br>Winnipeg, MB    | \$ 1,650,000.00 Amendment<br>\$ 7,770,000.00 New Total<br><b>FY08-11</b> 100% Restricted Funds<br>071B5200403 Additional funds<br>for Lease and Maintenance of<br>Instant Ticket Vending Machines   |

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

15. DEPARTMENT OF CORRECTIONS

Employee

- 1) Dale Schafer \$480.34

The claimant (08-SAB-079) request \$480.34 reimbursement for his eyeglasses damaged during an altercation with inmates. The Department recommends approval of this claim

Inmate

- 2) Antonio Mendoza #295551 \$8.00

The claimant (08-SAB/DOC-241) requested \$8.00 reimbursement for 2 magazines lost while under control of the Department. The Department recommends approval of this claim.

15. DEPARTMENT OF CORRECTIONS continued

Inmate

- 3) Michael Coffey #174336 \$56.95

The claimant (08-SAB/DOC-244) requested \$56.95 reimbursement for 2 pairs of shorts ordered and never received. The Department recommends approval of this claim.

- 4) Tony Lewis #241865 \$160.01

The claimant (08-SAB/DOC-226) requested \$160.01 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of this claim.

- 5) Barbara Szymanski #508881 \$50.00

The claimant (08-SAB/DOC-227) requested \$50.00 reimbursement for a money order that was misplaced by staff and not credited to her account. The Department recommends approval of this claim.

- 6) Esker Bownes #172346 \$6.62

The claimant (08-SAB/DOC-228) requested \$6.62 reimbursement for an overcharge by the mail room for 2 packages he sent out. The Department recommends approval of this claim.

16. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Charles Ingersoll \$137.50

The claimant (08-SAB-014) request \$137.50 reimbursement for his eyeglasses after falling on the ice. The Department recommends approval of this claim

17. DEPARTMENT OF STATE

- 1) Peter M. Finn \$50.00

The claimant (08-SAB-059) requests \$50.00 reimbursement for towing and impound charges due to a Secretary of State error. The Department recommends approval of this claim

17. DEPARTMENT OF STATE continued

2) Dinah Monds \$137.00

The claimant (08-SAB-061) request \$137.00 reimbursement for towing and impound charges due to Secretary of State error. The Department recommends approval of this claim

**SECTION VI. CLAIMS - PERSONAL INJURY LOSS**

**SECTION VII. APPROVAL OF SPECIAL ITEMS**

18. DEPARTMENT OF CORRECTIONS

The Department reports during the month of May 2008, the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

Francis Yell	Approved
Brian Markiecki	Approved

19. 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:

\$1,214.50 at 4275 North Forest Lane, Scottville, MI  
\$ 922.57 at 14863 Lesure, Detroit, MI

20. DEPARTMENT OF STATE POLICE

The Department reports during the month of May 2008, the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

D/Sgt. Fabian Suarez	Approved
D/Stg. James R Karbon	Approved

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II 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.

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of July 8, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held July 8, 2008, be approved and adopted with Item 7(1) withdrawn by the Department of Management and Budget at the State Administrative Board meeting on July 15, 2008. The motion was supported by Mr. Hank and unanimously approved.

# APPROVED

July 15, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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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 July 9, 2008. Those present being:

Chairperson: Duane Berger, representing Approved \_\_\_\_\_  
Secretary of State Land

Member: Brandon Hofmeister, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: James Shell, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Sherry Bond, Department of Management and Budget; Mike Blackledge,  
Keith Brown, Mark Chaput, Connie Hanrahan, Amy Meldrum, Wayne Roe,  
Jr., Betsy Steudle, Department of Transportation

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There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

Correspondence was received from the Director of the Department of  
Transportation, Kirk T. Steudle, regarding the following:

- 1) an emergency contract for \$50,265.00 with St. Regis Culvert, Inc. to repair a concrete culvert and slopes on U.S. 31 in Allegan County; and
- 2) an emergency contract for \$235,250.00 with Hallack Contracting to remove the existing three-lane pavement, paved shoulder, paved ditch, and underlying materials, then replace the subbase, aggregate base, HMA pavement, shoulder, and drainage ditch on U.S. 31 just north of the big Sale River, in Mason County due to a failed drainage ditch.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Items 39 and 42 of the regular agenda withdrawn and Item 19 of the

Transportation and Natural Resources Committee Report  
July 9, 2008  
Page 2

regular agenda contingent upon approval by the Office of Commission Audit. Supported by Mr. Hofmeister, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 9, 2008– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: July 15, 2008 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

**CONTRACTS**

1. **\*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount, Extend Term Amendatory Contract (2005-0383/A2)** between MDOT and Applied Pavement Technology, Inc., will add phase 3 airport pavement management services to the project, will increase the contract amount by \$163,575, and will extend the contract term by one year in order to provide sufficient time for the consultant to complete phase 3 of the pavement management services. The original contract provides for the performance of professional airport pavement management services. The objectives of this project are to update MDOT's current Airport Pavement Management System (APMS) and to further the utilization of the system by developing airport pavement maintenance plans. This is the final phase of a three-phase project, with each phase comprising approximately one-third of the Tier 1 airports in the state system. The contract is amended at the end of each phase to add the specific airport studies and associated costs of the next phase. The revised contract term will be September 15, 2005, through September 14, 2009. The revised contract amount will be \$507,372. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$343,797	\$163,575	\$507,372

**Criticality:** Pavement management programs are mandated by the Federal Aviation Administration (FAA) for all airports receiving federal funding for paving projects (new construction as well as rehabilitation). The pavement condition index (PCI) provides data critical to programming federal and state funding for pavement rehabilitation for the most severely deteriorated airport pavements statewide, which greatly enhances aviation safety. This project cannot be delayed because it is critical for the consultant to conduct the pavement inspections during the summer months when there are long daylight hours and favorable weather conditions. The current contract will expire on September 14, 2008. The additional time is needed because the contract was delayed in 2006 due to a lack of funding for phase 2. As a result, phase 2 was delayed until 2007.

**Purpose/Business Case:** To provide for the performance of phase 3 airport pavement management services. The project will provide detailed information as to pavement conditions at airports in Michigan. The consultant will recommend cost-effective methodologies for maintaining pavements in good condition at individual airports statewide.

\* Denotes a non-standard contract/amendment

**Benefit:** The FAA requires airports to have pavement preventative maintenance programs in accordance with their federal Airport Improvement Program (AIP) grants. This project will provide PCI reports that detail individual airport pavement conditions and projected rates of deterioration and will include optimal airport pavement maintenance strategies for the specific airports included in the study.

**Funding Source:** 100% State Restricted Aeronautics Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If this contract is not approved, current detailed pavement condition inventories will not be updated, and future funding will not be able to be optimally programmed to make use of the most cost-effective types of preventive maintenance for specific airport pavements. In addition, without the PCI information and preventive maintenance strategies, preventive maintenance methods may be overlooked, which could result in shortened useful pavement lives and increased rehabilitation costs.

**Cost Reduction:** The costs were negotiated and reduced.

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

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

**Zip Code:** 48909.

2. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2005-0215/A1) between MDOT and the Capital Region Airport Authority (CRAA) will increase the contract amount by \$345,970 due to higher than anticipated costs associated with the extension of runway 10R/28L. The original contract provides for the extension of runway 10R/28L, including marking and lighting the parallel taxiway, and for reimbursement for land acquisition costs at the Capital Region International Airport (formerly the Capital City Airport) in Lansing, Michigan. The contract term remains unchanged, May 16, 2005, through May 15, 2025. The revised contract amount will be \$5,481,970. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$4,879,200	\$104,785	\$4,983,985
State Bond Funds	\$ 128,400	\$ (657)	\$ 127,743
CRAA Funds	\$ 128,400	\$241,842	\$ 370,242
Total	<u>\$5,136,000</u>	<u>\$345,970</u>	<u>\$5,481,970</u>

**Criticality:** The additional funding will cover the higher than anticipated costs associated with the runway extension project. Additional work was required due in part to a large area of sub-grade undercut that was not anticipated and the lowering of DeWitt Road, which was added to the project via change order. This work is necessary in order to accommodate and maintain existing navigational aids. Delaying the project could impact airport safety.

**Purpose/Business Case:** To increase the contract amount by \$345,970 to cover higher than anticipated costs associated with the extension of runway 10R/28L. The addition of local-only work on the service drive and connector taxiway is also included in the local costs.

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

**Funding Source:** 91% FAA Funds; 2.3% State Bond Funds; 6.7% CRAA Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not approving this amendment is the loss of additional federal funds for the project. In addition, a delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

**Cost Reduction:** The construction was procured in accordance with federal procurement guidelines and awarded to the lowest bidder.

**Selection:** N/A.

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

**Zip Code:** 48906.

\* Denotes a non-standard contract/amendment

3. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Fuel Farm Expansion

Contract (2008-0401) between MDOT and the Mackinac County Board of Commissioners will provide federal and state grant funds for the performance of design services for the expansion of a fuel farm 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 \$25,000. Source of Funds: FAA Funds (via block grant) - \$23,750; State Bond Funds - \$625; Mackinac County Funds - \$625.

**Criticality:** This project will provide for the update of existing deteriorated equipment, which will reduce potential negative environmental impacts and improve overall airfield safety.

**Purpose/Business Case:** To provide for the development of engineering plans for the expansion of a fuel farm.

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

**Funding Source:** 95% FAA Funds; 2.5% State Bond 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 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:** 49781.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Fuel Farm

Contract (2008-0402) between MDOT and Romeo Airport Management, LLC, will provide state grant funds for the design and construction of a fuel farm at the Romeo State Airport in Romeo, Michigan. The contract will be in effect from the date of award through 20 years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of 20 years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$325,000. Source of Funds: State Bond Funds - \$308,750; Romeo Airport Management, LLC, Funds - \$16,250.

**Criticality:** The terminal area at the airport has been relocated. However, the existing fueling equipment is too deteriorated to move to the new location, so a new fuel system will be designed and constructed near the new terminal area. The existing fueling system will be demolished once the new system is in place. This project will improve overall airfield safety.

**Purpose/Business Case:** To provide for the design and construction of a fuel farm.

**Benefit:** Will provide a fueling facility that meets all federal and state safety and airport design standards. In addition, this project will provide the airport with a resource to generate revenue to support independent operations and possible future projects.

**Funding Source:** 95% State Bond Funds and 5% Romeo Airport Management, LLC, Funds.

**Commitment Level:** The contract is for a fixed cost.

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

**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:** 48096.

5. AERONAUTICS AND FREIGHT (Aeronautics) – Design and Construction of Airport Improvements

Contract (2008-0403) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide federal and state grant funds for the performance of an environmental assessment and preliminary engineering for the extension of runway 10/28, for a Federal Aviation Administration (FAA) reimbursable agreement, for the design and construction of a perimeter road, for the demolition of an aircraft rescue and fire fighting (ARFF) and snow removal equipment (SRE) storage building, and for the purchase of SRE (bi-directional tractor/plow/blower/loader) at the Cherry Capital Airport in Traverse City, Michigan. Federal funds will be made available through a grant from the FAA for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,260,000. Source of Funds: FAA Funds - \$1,197,000; State Restricted Aeronautics Funds - \$31,500; NRAC Funds - \$31,500.

**Criticality:** This project will enhance airport safety and the capacity for aeronautical activity. It is mandated by the FAA for operational safety reasons; delaying the project could impact airport safety.

**Purpose/Business Case:** To provide for the performance of an environmental assessment and preliminary engineering for the extension of runway 10/28, for an FAA reimbursable agreement, for the design and construction of a perimeter road, for the demolition of an ARFF/SRE storage building, and for the purchase of SRE (bi-directional tractor/plow/blower/loader).

**Benefit:** Will enhance airport safety and allow the airport to comply with FAA standards and regulations.

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

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

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

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

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49686.

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

Contract (2008-0404) between MDOT and the Cheboygan Airport Authority will provide federal and state grant funds for the design of a crosswind runway (17/35) and connecting taxiway, including the Michigan Department of Environmental Quality (MDEQ) permit; for approach clearing and utility relocation for runway 35; and for airport crack sealing and paint marking at the Cheboygan County Airport in Cheboygan, 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 \$200,000. Source of Funds: FAA Funds (via block grant) - \$160,000; State Bond Funds - \$35,000; Cheboygan Airport Authority Funds - \$5,000.

**Criticality:** These projects will enhance airport safety and the capacity for aeronautical activity. Delaying the projects could impact airport safety.

**Purpose/Business Case:** To provide for the design of a crosswind runway (17/35) and connecting taxiway, including MDEQ permit; for approach clearing and utility relocation for runway 35; and for airport crack sealing and paint marking.

**Benefit:** Will enhance airport safety.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Cheboygan Airport Authority 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 for the clearing and utility relocation will be bid locally and awarded to the lowest bidder. The construction for airport crack sealing and paint marking was bid through MDOT and awarded to the lowest bidders. There were eight bidders for crack sealing and four bidders for paint marking. The design 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:** 49721

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

Contract (2008-0405) between MDOT and the Otsego County Board of Commissioners will provide federal and state grant funds for the design and construction of taxiways and a corporate apron area, the performance of grading and obstruction removal, the preparation of a storm water pollution and spill prevention plan, and the update of the airport layout plan 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 \$117,095. Source of Funds: FAA Funds (via block grant) - \$111,240; State Restricted Aeronautics Funds - \$2,927; Otsego County Funds - \$2,928.

**Criticality:** The improvements will allow larger aircraft to use the airport, will result in enhanced operational safety, and will allow the airport to comply with FAA standards and regulations.

**Purpose/Business Case:** To provide for the design and construction of taxiways and a corporate apron area, the performance of grading and obstruction removal (Part 77), the preparation of a storm water pollution and spill prevention plan, and the update of the airport layout plan.

**Benefit:** Will enhance airport safety and allow the airport to comply with FAA standards.

**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.

**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. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49735.

8. \*AERONAUTICS AND FREIGHT (Aeronautics) - Update of Airport Layout Plan

Memorandum of Understanding (MOU) (2008-0414) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the update of the airport layout plan (ALP) at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through three years. The estimated project amount will be \$73,000. Source of Funds: FAA Funds (via block grant) - \$58,400; State Bond Funds - \$14,600.

**Criticality:** The FAA requires that all approaches be free of obstructions and that runway protection zones be controlled through easements or fee acquisitions. The updated ALP will depict adjacent properties affected by existing and future approaches and will determine if property easements are needed because of tree heights.

**Purpose/Business Case:** To provide for the update of the ALP.

**Benefit:** Will allow the airport to meet current FAA standards and requirements.

**Funding Source:** 80% FAA Funds (via block grant) and 20% State Bond Funds.

**Commitment Level:** The MOU is for a fixed cost.

**Risk Assessment:** If the MOU is not approved, the project may not proceed as planned, as MISPC 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:** 49757.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Wildlife Habitat Removal

Contract (2008-0416) between MDOT and the Ontonagon County Board of Commissioners will provide federal and state grant funds for wildlife habitat removal (clearing and grubbing) at the Ontonagon County Airport-Schuster Field in Ontonagon, 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 \$145,000. Source of Funds: FAA Funds (via block grant) - \$116,000; State Bond Funds - \$25,375; Ontonagon County Funds - \$3,625.

**Criticality:** This project will enhance aeronautical safety by reducing existing wildlife habitat hazards. Delaying the project could impact airport safety.

**Purpose/Business Case:** To provide for wildlife habitat removal (clearing and grubbing).

**Benefit:** Will enhance airport safety.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Ontonagon 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:** 49953.

10. \*AERONAUTICS AND FREIGHT (Freight) - Novation

Amendatory Contract (2006-0261/A2) between MDOT and L. Walther & Sons, Inc., and Fresh Solution Farms LLC will provide for the reassignment of the contract responsibilities from L. Walther & Sons, Inc., to Fresh Solution Farms LLC. The reassignment is needed because L. Walther & Sons, Inc., collaborated with other investors to form a new LLC, Fresh Solution Farms; and the project that is the subject of the loan contract is being financed under the Fresh Solution Farms LLC entity. The original contract provides loan funding under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of 3,993 linear feet of track for a rail spur and a storage track and for other construction needed for the transload operation in St. Joseph County. The contract term remains unchanged, from July 14, 2006, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The estimated project amount remains unchanged at \$1,111,111. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$1,000,000; Fresh Solution Farms LLC Funds - \$111,111.

**Criticality:** This project provides funding for the rail infrastructure needed to support construction of a \$20 million transload facility that is scheduled for start-up in September. The project must be completed on schedule so that it can service this year's potato harvest. It is critical to get the novation in place so that the MiRLAP funds under contract for this project can be reimbursed for project costs.

**Purpose/ Business Case:** This novation will provide for the reassignment of contract responsibilities from L. Walther & Sons, Inc., to Fresh Solution Farms LLC to accommodate the formation of a new LLC.

**Benefit:** The novation will protect the state's investment in rail infrastructure by ensuring that the correctly named entity will be providing the required collateral and will be assuming responsibility for repayment of the loan made under the contract.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$1,000,000; Fresh Solution Farms LLC Funds - \$111,111.

**Commitment Level:** The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$1,000,000.

**Risk Assessment:** If this novation is not approved and awarded in a timely fashion, the project's financing could be jeopardized and the project could be delayed.

**Cost Reduction:** Eligible costs will be reimbursed only after the company has contributed its matching share of project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

**Selection:** N/A.

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

**Zip Code:** 49099.

11. \*EXECUTIVE - TRAC Scholarships

Contract (2008-0408) between MDOT and Michigan State University (MSU) will provide one-time MSU scholarships for students who successfully complete Transportation and Civil Engineering (TRAC) Program summer internships with MDOT, choose to study civil engineering at MSU, and are accepted into MSU's civil engineering program. The TRAC Program integrates transportation and civil engineering concepts into middle and high school science, mathematics, and social science classes to engage students in real world applications, problem-solving, and critical thinking and to encourage them to consider careers in transportation and civil engineering. MDOT is offering summer internships to students who have completed middle/high school classes that used the TRAC Program. For each academic year of the contract, MSU will provide one-time scholarships of \$2,500 each for up to five students. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$37,500. Source of Funds: 100% MSU Funds.

**Criticality:** The transportation industry expects to experience a shortage of civil engineers in the near future because the average civil engineer is within ten years of retirement. This contract will support the educational development of civil engineers by offering one-time MSU scholarships for up to 15 civil engineering students.

**Purpose/Business Case:** This contract is with a civil engineering accredited university that will donate one-time scholarships for TRAC Program summer internship students to pursue their education in civil engineering. In order to be eligible for the scholarships, students must attend middle/high school classes that use the TRAC Program, successfully complete summer internships with MDOT, choose to study civil engineering at MSU, and be accepted into the civil engineering program by MSU.

**Benefit:** By engaging students in real-world transportation and civil engineering concepts and problem-solving, the TRAC Program connects middle/high school and college students to the working world of transportation and inspires them to consider careers in transportation and civil engineering.

**Funding Source:** 100% MSU Funds.

**Commitment Level:** One-time scholarships funded entirely by MSU.

**Risk Assessment:** Through the TRAC Program, MDOT is creating a pathway from middle/high school through college to encourage students' interests in and help them prepare for careers in civil engineering as a way of counteracting the anticipated shortage of civil engineers in the transportation industry. If the contract is not approved, MDOT will lose an opportunity to address the anticipated shortage of civil engineers in the near future at no cost to MDOT.

**Cost Reduction:** N/A. The scholarships are funded entirely by MSU.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48824.

12. \*EXECUTIVE - TRAC Scholarships

Contract (2008-0409) between MDOT and Wayne State University will provide one-time University scholarships for students who successfully complete Transportation and Civil Engineering (TRAC) Program summer internships with MDOT, choose to study civil engineering at the University, and are accepted by the University. The TRAC Program integrates transportation and civil engineering concepts into middle and high school science, mathematics, and social science classes to engage students in real world applications, problem-solving, and critical thinking and to encourage them to consider careers in transportation and civil engineering. MDOT is offering summer internships to students who have completed middle/high school classes that used the TRAC Program. For each academic year of the contract, the University will provide one-time scholarships of \$2,500 each for up to five students. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$37,500. Source of Funds: 100% Wayne State University Funds.

**Criticality:** The transportation industry expects to experience a shortage of civil engineers in the near future because the average civil engineer is within ten years of retirement. This contract will support the educational development of civil engineers by offering one-time University scholarships for up to 15 civil engineering students.

**Purpose/Business Case:** This contract is with a civil engineering accredited university that will donate one-time scholarships for TRAC Program summer internship students to pursue their education in civil engineering. In order to be eligible for the scholarships, students must attend middle/high school classes that use the TRAC Program, successfully complete summer internships with MDOT, choose to study civil engineering at the University, and be accepted by the University.

**Benefit:** By engaging students in real-world transportation and civil engineering concepts and problem-solving, the TRAC Program connects middle/high school and college students to the working world of transportation and inspires them to consider careers in transportation and civil engineering.

**Funding Source:** 100% Wayne State University Funds.

**Commitment Level:** One-time scholarships funded entirely by the University.

**Risk Assessment:** Through the TRAC Program, MDOT is creating a pathway from middle/high school through college to encourage students' interests in and help them prepare for careers in civil engineering as a way of counteracting the anticipated shortage of civil engineers in the transportation industry. If the contract is not approved, MDOT will lose an opportunity to address the anticipated shortage of civil engineers in the near future at no cost to MDOT.

**Cost Reduction:** N/A. The scholarships are funded entirely by the University.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48202.

13. \*EXECUTIVE - TRAC Scholarships

Contract (2008-0420) between MDOT and Michigan Technological University will provide one-time University scholarships for students who successfully complete Transportation and Civil Engineering (TRAC) Program summer internships with MDOT, choose to study civil engineering at the University, and are accepted by the University. The TRAC Program integrates transportation and civil engineering concepts into middle and high school science, mathematics, and social science classes to engage students in real world applications, problem-solving, and critical thinking and to encourage them to consider careers in transportation and civil engineering. MDOT is offering summer internships to students who have completed middle/high school classes that used the TRAC Program. For each academic year of the contract, the University will provide one-time scholarships of \$2,500 each for up to five students. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$37,500. Source of Funds: 100% Michigan Technological University Funds.

**Criticality:** The transportation industry expects to experience a shortage of civil engineers in the near future because the average civil engineer is within ten years of retirement. This contract will support the educational development of civil engineers by offering one-time University scholarships for up to 15 civil engineering students.

**Purpose/Business Case:** This contract is with a civil engineering accredited university that will donate one-time scholarships for TRAC Program summer internship students to pursue their education in civil engineering. In order to be eligible for the scholarships, students must attend middle/high school classes that use the TRAC Program, successfully complete summer internships with MDOT, choose to study civil engineering at the University, and be accepted by the University.

**Benefit:** By engaging students in real-world transportation and civil engineering concepts and problem-solving, the TRAC Program connects middle/high school and college students to the working world of transportation and inspires them to consider careers in transportation and civil engineering.

**Funding Source:** 100% Michigan Technological University Funds.

**Commitment Level:** One-time scholarships funded entirely by the University.

**Risk Assessment:** Through the TRAC Program, MDOT is creating a pathway from middle/high school through college to encourage students' interests in and help them prepare for careers in civil engineering as a way of counteracting the anticipated shortage of civil engineers in the transportation industry. If the contract is not approved, MDOT will lose an opportunity to address the anticipated shortage of civil engineers in the near future at no cost to MDOT.

**Cost Reduction:** N/A. The scholarships are funded entirely by the University.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49931.

14. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0810) between MDOT and Lake State Railway Company, dated July 5, 1994, will provide for improvements under job number 103696 to 46 crossings of Lake State Railway Company throughout the entire corridor of the Gaylord and Pinconning branches in the North Region counties. The improvements include the replacement of existing analog remote trouble units (RTU) with improved and current digital technology.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$ 60,000</u>
Total Funds	<u>\$ 60,000</u>

MRR 84912 - 103696

Railroad Force Account Work

**Criticality:** The railroad work is required in the interest of public safety. Delaying this project would greatly increase the railroad response times for warning device malfunctions.

**Purpose/Business Case:** To upgrade full railroad corridor of the Gaylord and Pinconning branches to the highest level of warning technology in the interest of safety.

**Benefit:** Increased safety by upgrading existing analog RTUs to current digital technology.

**Funding Source:** State Restricted Trunkline Funds.

**Commitment Level:** 100% state; based on estimate.

**Risk Assessment:** Without this contract, the railroad response time to device malfunctions would be greatly lengthened.

**Cost Reduction:** An entire corridor based project rather than individual crossings for economics of scale.

**Selection:** N/A.

**New Project Identification:** Improvements to existing railroad warning devices.

**Zip Code:** 48909.

15. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0082/A1) between MDOT and Bergmann Associates, Inc., will extend the term of the indefinite delivery of service (IDS) contract by 18 months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1). (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 December 21, 2005, through June 20, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

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

**Purpose/Business Case:** To extend the term of the IDS contract by 18 months to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete ongoing services, including design work under authorization (Z1). No new authorizations will be issued under this IDS contract.

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

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

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

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

**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.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z1/R2) under Contract (2006-0082) between MDOT and Bergmann Associates, Inc., will provide for additional design services to be performed for the intersection of M-52 and Main Street, will increase the authorization amount by \$128,990.78, and will extend the authorization term by 18 months to provide sufficient time for the consultant to complete the services. The additional services will include redesigning the intersection, designing maintaining traffic plans, and attending public meetings. The original authorization provides for design services to be performed for the rehabilitation of M-52 between Austin Road and Geiske Road in the village of Manchester, Washtenaw County (CS 81012 - JN 77662C). The revised authorization term will be January 6, 2006, through June 20, 2010. The revised authorization amount will be \$729,499.38. The contract term will be December 21, 2005, through June 20, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The additional work is required to provide alternatives needed due to the historic status of the village and to satisfy a new mobility policy that was not in effect when the services began. This project is included in MDOT's Five Year Plan. The revision must be approved at this time to allow MDOT to deliver the project on schedule.

**Purpose/Business Case:** To provide for the performance of additional design services, including the redesign of the intersection, the design of maintaining traffic plans, and attendance at public meetings.

**Benefit:** The services will provide a safer and more efficient roadway and will extend the service life of the roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

**Risk Assessment:** If the 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:** 48158.

17. HIGHWAYS - Increase Services and Amount, Extend Term  
Amendatory Contract (2006-0189/A3) between MDOT and Tetra Tech of Michigan, P.C., will provide for the performance of additional design services, will increase the contract amount by \$229,898.30, and will extend the contract term by 13 months. The additional design services will include the coordination of multiple plan sets for a single construction letting, the reconstruction of median crossovers at the intersection of 12 Mile Road, the extension of median crossover storage lanes, the removal of crossovers after their use is complete, improvements to an existing traffic signal, the removal of an existing signal, and the addition of one new traffic signal. The design changes will increase public safety, reduce the costs of construction activities, and reduce the risk of negative impacts on the local economy. The original contract provides for the performance of road rehabilitation design services for the patching and overlay of eight miles of northbound and southbound US-24 (Telegraph Road) from 8 Mile Road to West Quarton Road in Oakland County (CS 63031 - JN 80916C, 84908C). The revised contract term will be May 30, 2006, through January 31, 2011. The revised contract amount will be \$2,545,527.69. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** The design changes will increase public safety, reduce the costs of construction activities, and reduce the risk of negative impacts on the local economy. The services need to be performed at this point in the design process. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** The additional design services will include the coordination of multiple plan sets for a single construction letting, the reconstruction of median crossovers at the intersection of 12 Mile Road, the extension of median crossover storage lanes, the removal of crossovers after their use is complete, improvements to an existing traffic signal, the removal of an existing signal, and the addition of one new traffic signal.

**Benefit:** The additional design services will increase public safety, reduce the costs of construction activities, and reduce the risk of negative impacts on the local economy. There will only be one construction contractor in the area with only one maintenance of traffic plan, which will result in cost savings and minimal delays for the public.

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

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

**Risk Assessment:** If the amendment is not approved and the additional design services are not performed, an opportunity to increase public safety, reduce the costs of construction activities, and reduce the risk of negative impacts on the local economy would be jeopardized. Multiple construction contractors would have overlapping independent maintenance of traffic zones. The projects would be more costly and difficult to coordinate and would create excessive delays for the public.

**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 amendment; qualifications-based for original contract.

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

**Zip Code:** 48034.

18. HIGHWAYS - IDS Engineering Services  
Authorization (Z8) under Contract (2006-0288) between MDOT and Access Engineering, Inc., will provide for computer aided design and drafting (CADD) technician services to be performed on an as-needed basis for various projects statewide. The work will include the drafting of traffic and safety standards, geometric design guides, and traffic signal and maintaining traffic plans. The authorization will be in effect from the date of award through January 3, 2010. The authorization amount will be \$116,315.75. The contract term is January 4, 2007, through January 3, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** These services are critical to completing necessary projects in a timely manner. The services will allow MDOT to update traffic and safety standards, geometric design guides, and traffic signal and maintaining traffic plans. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for office CADD technician services to be performed on an as-needed basis for various projects statewide. The work will include the drafting of traffic and safety standards, geometric design guides, and traffic signal and maintaining traffic plans.

**Benefit:** Will allow MDOT to make required updates of traffic and safety standards, geometric design guidelines, and traffic signal and maintaining traffic plans in a timely manner.

**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 these services are not performed, MDOT will not be able to update the traffic and safety standards, geometric design guides, and traffic signal and maintaining traffic plans in a timely manner.

**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.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2006-0329) between MDOT and Kimley-Horn of Michigan, Inc., will provide for the performance of design services for the development of an Intelligent Transportation System (ITS) plan for traffic management for the triangular area encompassed by I-75, US-127, and I-94 in the Metro, University, and Bay Regions and the evaluation of technological options for traffic monitoring (CS 84917 - JN 88683). The project will help MDOT to meet its strategic goal of creating a seamless ITS system across the state. The project will include an evaluation of the suitability of existing routes for traffic rerouting/diversion strategies, the identification of key points for the provision of traveler information, the identification of existing infrastructure for traffic information detection, the identification of sites along the study corridors where new traffic detection is required for effective traffic function, and the evaluation of both infrastructure-based and non-infrastructure based detection systems and traveler information systems. The authorization will be in effect from the date of award through February 6, 2010. The authorization amount will be \$299,989.19. The contract term is February 7, 2007, through February 6, 2010. Source of Funds: 81.15% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Responsible management of the I-75 and US-127 corridors and the safety of the public make this project critical. The project will identify measures needed to provide an effective traffic management plan for the I-75 and US-127 corridors, will identify choke points and locations where ITS devices are needed to inform motorists of impending traffic problems, and will recommend alternate routes. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of design services for the development of an ITS plan for traffic management for the triangular area encompassed by I-75, US-127, and I-94 in the Metro, University, and Bay Regions and the evaluation of technological options for traffic monitoring.

**Benefit:** Will reduce congestion and increase public safety. This approach is the most cost effective and efficient for MDOT.

**Funding Source:** 81.15% 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 these services are not approved, an opportunity will be lost to reduce congestion and increase safety, and urgent MDOT needs will not be met.

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

\* Denotes a non-standard contract/amendment

**Selection:** Qualifications-based.  
**New Project Identification:** This is a new project.  
**Zip Code:** 48909.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2007-0312) between MDOT and Mannik & Smith Group, Inc., will provide for inspection and testing services to be performed on an as-needed basis for various construction projects within the Taylor Transportation Service Center (TSC) service area in the Metro Region. The work items include road and bridge materials inspections, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The authorization will be in effect from the date of award through December 4, 2009. The authorization amount will be \$466,878.96. The contract term is December 5, 2006, through December 4, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** Inspection and testing services are required during construction by federal law and are required to meet the demands of the projects on time. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for construction inspection and testing services to be performed for various construction projects throughout the Metro Region on an as-needed basis.

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

**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 these services are not approved, projects in the Taylor TSC service area will lack adequate inspection and testing, which could result in substandard work. Current state and federal standards may 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 contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

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

**Zip Code:** 48111.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z21) under Contract (2007-0677) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for inspection and testing services to be performed for various construction projects throughout the Metro Region on an as-needed basis. The work items include road and bridge materials inspections, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$244,533.65. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** Inspection and testing services are required during construction by federal law and are required to meet the demands of the projects on time. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for construction inspection and testing services to be performed for various construction projects throughout the Metro Region on an as-needed basis.

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

**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 these services are not approved, projects in the Metro Region will lack adequate inspection and testing, which could result in substandard work. Current state and federal standards may 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 contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

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

**Zip Code:** 48328.

## 22. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2008-0101/A1) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services, will increase the contract amount by \$52,488.39, and will extend the contract term by eight months. The additional services will include the design of lighting for the bridges. The original contract provides for design services to be performed for capital preventative maintenance milling and resurfacing and Americans with Disabilities Act compliant sidewalk ramp construction on M-102 from M-10 to M-39 and for bridge approach and deck replacement work for structures along mainline M-102 and over M-10 in Oakland and Wayne Counties. The revised contract term will be April 4, 2008, through September 1, 2010. The revised contract amount will be \$771,934.51. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** The additional services will include the design of lighting for the bridges, a key safety component. Bridge lighting was part of the original concept of the project but was not included in the original contract. The services need to be performed at this point in the design process. For this reason, this amendment cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the design of lighting for the bridges, a key safety component of the project. The construction of the project cannot be delayed because the structures are in very poor condition, and there have been incidents of concrete falling.

**Benefit:** Bridge lighting will increase public safety. Authorizing the design of the bridge lighting will fulfill the original intention of the project.

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

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

**Risk Assessment:** If the amendment is not approved and the additional design services are not performed, the bridges would have to be reconstructed without lighting or the project would have to be delayed. If the bridges are reconstructed without lighting, an opportunity to improve safety would be lost. If the project is delayed from one construction season to another, federal funding and the integrity of the design plans 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:** N/A for amendment; qualifications-based for original contract.

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

**Zip Code:** 48235.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0257) between MDOT and URS Corporation Great Lakes will provide for the performance of traffic signal modernization design and optimization services in Kalamazoo County, Southwest Region (CS 39081 - JN 102789C). The work items will include the coordination and hosting of progress meetings, data reviews, engineering evaluations, timing optimization, final project documentation, and the development of a cost and benefit report. The authorization will be in effect from the date of award through June 2, 2011. The authorization amount will be \$112,597.95. The contract term is June 3, 2008, through June 2, 2011. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** Signal optimization is a critical method of relieving congestion on roadways without facility expansion. Signal optimization results in traffic flow improvements, cost savings to motorists, reduced vehicle emissions, and reduced numbers of accidents along the corridors. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** This project will provide for the development of an updated corridor signal progression plan with optimized traffic signal operations along each corridor. Timing permits will be produced and a follow-up analysis will be conducted. A safety analysis for each intersection will ensure that all aspects of crash improvement have been included, which will provide for a reduction in crash patterns within the corridors.

**Benefit:** Will reduce delays, travel time, fuel consumption, and pollutants and provide for a safer driving environment.

**Funding Source:** 100% Federal Highway Administration Funds.

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

**Risk Assessment:** If the services are not provided, increased traffic congestion and user delays could continue and federal funds 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:** Qualifications-based.

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

**Zip Code:** 49009.

24. \*HIGHWAYS - Construction Quality Partnership Support Services

Contract (2008-0270) between MDOT and RedVector.com, Inc., will provide for the performance of statewide as-needed support services for the Construction Quality Partnership (CQP) (CS 84900 - JN 1016250). The CQP is a quality initiative developed to provide continuous improvement of the state's transportation system. The CQP was initiated by the transportation industry in partnership with MDOT, the Federal Highway Administration, and the County Road Association of Michigan for the purpose of improving quality by training and certifying those who are involved in Michigan's transportation system. The purpose of this contract is to assist with the administration, development, and management of the Michigan CQP initiative. The work items include assisting with identifying and/or developing training courses and curriculums needed to teach the skills determined necessary by the CQP; creating and maintaining a training/certification database for tracking and monitoring courses taken, performance in these courses, and certification status; and assessing the effectiveness of transitioning to a full/partial computer-based training program, and/or self-funded training program. The contract will be in effect from the date of award through June 30, 2011. The contract amount will be \$200,000. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** Ensuring the efficient delivery of quality transportation construction projects is critical to the state. To that end, continuous training is necessary to ensure that owner and contractor staffs are prepared and qualified to maintain safe work sites and work zones, build quality construction projects, and work together to ensure that specifications are met and that federal requirements are followed. Failure to do so could put the construction program and federal funding in jeopardy. This contract is critical to the development and administration of training requirements and the tracking of the accomplishments of the CQP initiative. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of statewide as-needed support services to assist with the administration, development, and management of the Michigan CQP initiative.

**Benefit:** The Michigan CQP partnership was created to improve the quality of transportation construction products and processes in the state. Last year, the partnership achieved Tier I national accreditation from the National Partnership for Highway Quality. Michigan is only one of three states to achieve that status. This professional services contract is the best way to support and track accomplishments of the CQP initiative to help maintain its national accreditation.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed. Hours will be negotiated based on specific required tasks.

**Risk Assessment:** If the services are not performed, the progress of the CQP initiative could be slowed, the quality of the program could be impacted, and the Michigan CQP could be at risk of losing its accreditation.

**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:** Best value.

**New Project Identification:** This contract is for a new service identified as necessary to support the ongoing CQP initiative in Michigan.

**Zip Code:** 48909.

25. \*HIGHWAYS - Construction Inspection and Testing Services

Contract (2008-0308) between MDOT and HNTB Michigan, Inc., will provide for construction inspection and testing services to be performed for construction projects along the I-75 corridor in Oakland County and for two Intelligent Transportation System (ITS) tower replacements in Oakland County. One tower is near the I-696/US-24 interchange, and the other is near the I-696/I-275/I-96/M-5 interchange. The work items include road and bridge materials inspections, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$180,071.47. The contract will be in effect from the date of award through October 1, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds or local funds, depending on the particular project authorized.

**Criticality:** Inspection and testing services are required during construction by federal law and are required to meet the demands of the projects on time. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for construction inspection and testing services to be performed for construction projects along the I-75 corridor in Oakland County and for two ITS tower replacements in Oakland County. One tower is near the I-696/US-24 interchange, and the other is near the I-696/I-275/I-96/M-5 interchange.

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

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

\* 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:** 48328.

26. HIGHWAYS - IDS Engineering Services

Contract (2008-0396) between MDOT and Wilcox Professional Services, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

27. HIGHWAYS - IDS Engineering Services

Contract (2008-0407) between MDOT and MACTEC Engineering and Consulting of 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.

28. HIGHWAYS - IDS Engineering Services

Contract (2008-0410) between MDOT and Mansell Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS - IDS Engineering Services

Contract (2008-0411) between MDOT and Williams & Works, 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.

30. HIGHWAYS - IDS Engineering Services  
 Contract (2008-0412) between MDOT and Alfred Benesch & Company will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

31. HIGHWAYS - IDS Engineering Services  
 Contract (2008-0413) between MDOT and Orchard, Hiltz & McCliment, 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.

32. HIGHWAYS - IDS Engineering Services  
 Contract (2008-0415) between MDOT and TranSystems Corporation of Michigan 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.

33. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2008-5280) between MDOT and the City of Jackson will provide for participation in the following improvements:

Sidewalk, concrete pad with bicycle rack, and traffic calming signs installation work for Northeast Elementary School, Frost Elementary School, Cascades School, and Jackson Arts and Technology.

Estimated Funds:

Federal Highway Administration Funds	\$89,800
City of Jackson Funds	\$ 0
Total Funds	<u>\$89,800</u>

SRSI 38409 – 102838; Jackson County  
 Local Force Account

**Criticality:** This project is being funded under the Federal Safe Routes to School Program. Delaying this project would adversely affect the safety of students and pedestrians in the vicinity of schools.

**Purpose/Business Case:** To make infrastructure improvements that encourage and enable students to walk and bicycle to school.

**Benefit:** Improved safety of school children and pedestrians in the vicinity of schools.

**Funding Source:** Federal Safe Routes to School Infrastructure Funds.

**Commitment Level:** 100% federal.

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

**Cost Reduction:** Local agency to perform the 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:** This is a new project.

**Zip Code:** 49023.

34. HIGHWAYS – Local Jobs Today Program

Contract (2008-8264) between MDOT and the City of Jackson will provide state loan funds under the Local Jobs Today (LJT) Program to assist the City in financing transportation infrastructure improvements to High Street from Losey Avenue to Executive Drive. The project was let in July 2008. The interest rate on this loan is 4 percent annually. The loan contract will be in effect from the date of award through September 30, 2009. The contract amount will be \$668,627. Source of Funds: LJT Funds - \$668,627.

**Criticality:** This loan is offered under the LJT Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and is necessary for the local agency to finance the associated construction of this transportation project. Delaying this loan would delay the construction of this project, thereby adversely affecting the goal of the LJT Program to stimulate the state's economy.

**Purpose/Business Case:** To financially assist in roadway improvements under the LJT Program.

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

**Funding Source:** State LJT loan funds.

**Commitment Level:** Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project, which is not currently available.

**Risk Assessment:** MDOT follows through on its intent to allow a project approved for LJT matching grant funds to be eligible for an LJT loan.

**Cost Reduction:** The loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49203.

35. PASSENGER TRANSPORTATION - Section 5307/ST Program

Project Authorization (Z6) under Master Agreement (2007-0169) between MDOT and the City of Battle Creek will provide state matching funds for the City's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant for the purchase of three replacement vans and bus shelters. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be 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 \$235,000. Toll credits in the amount of \$8,000 will be allocated as match for the purchase of the bus shelters. 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 - \$196,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$39,000.

**Criticality:** Approval at this time is critical to allow the City to replace vans that have reached the ends of their useful lives and to purchase needed bus shelters. These purchases will provide a safe and reliable fleet.

**Purpose/Business Case:** To provide state matching funds for the City's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant for the purchase of three replacement vans and bus shelters.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$196,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$39,000.

**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:** 49016.

36. PASSENGER TRANSPORTATION - Section 5307/ST Program

Project Authorization (Z8) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide state matching funds for the City's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant for the purchase of one bus and four vans. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be 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 \$203,617. 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 - \$162,894; FY 2008 State Restricted Comprehensive Transportation Funds - \$40,723.

**Criticality:** Approval at this time is critical to allow the City to replace vehicles that have reached the ends of their useful lives and to purchase needed expansion vehicles. These purchases will provide a safe and reliable fleet.

**Purpose/Business Case:** To provide state matching funds for the City's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant for the purchase of one bus and four vans.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$162,894; FY 2008 State Restricted Comprehensive Transportation Funds - \$40,723.

**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:** 49007.

37. TRANSPORTATION PLANNING - Ford Piquette Interpretive Improvements

Authorization (Z14) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3) will provide for the completion of fabrication work and the installation of the first Woodard Tribute in the median at Camborne in the city of Ferndale. The project will include preparation of an America's Byway identification signage location plan. The services will help MDOT to accomplish the objectives set forth in the Woodward Heritage Route Corridor Management Plan. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$100,000. The contract term is June 22, 2005, through June 21, 2010. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

**Criticality:** These funds were awarded by Congress based on merit and a competitive application process. The funds can only be used for this project; if MDOT does not move forward on the projects, the FHWA may redistribute the funds to other states and an economic development project for southeast Michigan could be lost.

**Purpose/Business Case:** To provide for the fabrication and installation of the tribute. The design of the tribute is the result of a previous Byways discretionary award to create a visual identifier unique to Woodward Avenue. WA3 will also work with MDOT and the City of Detroit to prepare a location plan to identify specific and appropriate locations for the installation of additional tributes along Woodward Avenue.

**Benefit:** The goal of the Heritage Route program is to increase economic development within the designated corridor. Woodward Avenue, a designated Heritage Route, is a destination that attracts visitors from around the world. The tribute will help attract visitors to southeast Michigan.

**Funding Source:** 100% FHWA Funds (Scenic Byways Discretionary).

**Commitment Level:** Fixed costs as estimated in federal merit-based discretionary funding award.

**Risk Assessment:** MDOT could lose FHWA discretionary funds.

**Selection:** N/A for authorization; best/sole source for indefinite delivery of services contract.

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

**Zip Code:** 48073.

**SUBCONTRACTS**

38.	<b>Cadillac Asphalt, LLC 4751 White Lake Road Clarkston, MI 48348</b>	<b>Low Bid:</b>	<b>\$ 964,259.89</b>
		<b>Engineer's Estimate:</b>	<b>\$ 988,481.20</b>
		<b>Over/Under:</b>	<b>- 2.5%</b>

**Description of Work: Hot Mix Asphalt Overlay**

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for hot mix asphalt (HMA) overlay and restoration work for the detour route on the I-696 service drive in the city of Warren, Macomb County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through November 15, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

The service drive will be used as a detour route for the I-696/Mound Round interchange major reconstruction project that will be performed this fall. Due to the high volume of traffic that will use the route, the Metro Region found it necessary to address the condition of the service drive. The work items include coldmilling, concrete pavement repair, concrete curb and gutter placement, drainage structure adjustment and HMA overlay. The service drive is currently under MDOT's jurisdiction. The Metro Region is utilizing the Macomb County Road Commission maintenance contract to expedite the improvements and to ensure that the detour route is completed prior to the I-696/Mound Round interchange major reconstruction project.

**Criticality:** This road is going to be used as a detour route for the I-696/Mound Road interchange project and needs to be in better condition to handle the additional traffic.

**Purpose/Business Case:** To provide for hot mix asphalt overlay and restoration work for the detour route on I-696 service drive in the city of Warren, Macomb County.

**Benefit:** Will provide for a safer roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48348.

39.	<b>Cadillac Asphalt, LLC 4751 White Lake Road Clarkston, MI 48348</b>	<b>Low Bid:</b>	<b>\$ 371,517.80</b>
		<b>Engineer's Estimate:</b>	<b>\$ 370,729.86</b>
		<b>Over/Under:</b>	<b>+ .2%</b>

**Description of Work: Hot Mix Asphalt Overlay**

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for hot mix asphalt overlay on the westbound M-59 exit ramp in the city of Sterling Heights, Macomb County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

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

**Purpose/Business Case:** To provide for hot mix asphalt overlay on the westbound M-59 exit ramp in the city of Sterling Heights, Macomb County.

**Benefit:** Will provide for a safer roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48348.

40.	<b>Klett Construction</b>	<b>Low Bid:</b>	<b>\$ 133,116.59</b>
	<b>46046 Red Arrow Highway</b>	<b>Engineer's Estimate:</b>	<b>\$ 129,999.00</b>
	<b>PawPaw, MI 49079</b>	<b>Over/Under:</b>	<b>+ 2.4%</b>

**Description of Work: Shoulder Widening and Hot Mix Asphalt Overlay**

Approval is requested to authorize the Van Buren County Road Commission to award a subcontract for shoulder widening, hot mix asphalt overlay, and repaving of the detour route for the M-43 roundabout project in South Haven Township, Van Buren County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through August 18, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This road is going to be used as a detour route and needs to be in better condition to handle the additional traffic.

**Purpose/Business Case:** To provide for shoulder widening, hot mix asphalt overlay, and restoration for M-43 roundabout project detour route in South Haven Township, Van Buren County.

**Benefit:** Will provide for a safer roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 49079.

41.	<b>M &amp; M Fencing, Inc.</b>	<b>Low Bid:</b>	<b>\$ 32,165.70</b>
	<b>255 Walter Street SE</b>	<b>Engineer's Estimate:</b>	<b>\$ 30,965.00</b>
	<b>Wyoming, MI 49548</b>	<b>Over/Under:</b>	<b>+ 3.9%</b>

**Description of Work: Replacement of Fencing**

Approval is requested to authorize the Ottawa County Road Commission to award a subcontract for the replacement of the right-of-way fence on northbound US-31 between James Street and Felch Street in Holland Township, Ottawa County. 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 December 31, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Criticality:** The fence is a necessary safety enhancement for the roadway; if it is not replaced, pedestrians will not be prevented from crossing the four to six lanes of traffic, and the safety of motorists and pedestrians may be compromised.

**Purpose/Business Case:** To provide for the replacement of chain link fencing along northbound US-31 in Holland Township, Ottawa County.

**Benefit:** Will provide for a safer roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 49548.

42.	<b>Six-S, Inc.</b>	<b>Low Bid:</b>	<b>\$ 219,465.22</b>
	<b>2210 Scott Lake Road</b>	<b>Engineer's Estimate:</b>	<b>\$ 265,711.78</b>
	<b>Waterford, MI 48328</b>	<b>Over/Under:</b>	<b>- 17.4%</b>

#### **Description of Work: Concrete Pavement Repairs**

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for concrete pavement repair work on M-3 from Metro Parkway to Wellington Crescent in Clinton Township, Macomb 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, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

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

**Purpose/Business Case:** To provide for concrete pavement repair work to be performed on M-3 from Metro Parkway to Wellington Crescent in Clinton Township, Macomb County.

**Benefit:** Will provide for a safer roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

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

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

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

**Selection:** Low bid.

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

**Zip Code:** 48328.

**EXTRAS**

43. **Extra 2008 – 097**

Control Section/Job Number: 61407-90137 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Milbocker and Sons, Inc.  
1256 29th Street  
Allegan, MI 49010

Designed By: Fleis & VandenBrink Engineering  
Engineer's Estimate: \$1,073,475.50

Description of Project:

0.44 miles of road reconstruction including storm sewer, watermain, sanitary sewer, grading, concrete curb and gutter, concrete decorative sidewalk, hot mix asphalt paving, and pavement markings along with streetscape furnishings on First Street from Morris Avenue to Clay Avenue, on Second Street from Morris Avenue to Clay Avenue and on Jefferson Street from Terrace Street to Clay Avenue in the city of Muskegon, Muskegon County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	May 22, 2007	
Original Contract Amount:	\$1,029,580.70	
Total of Overruns/Changes (Approved to Date):	(99,695.17)	- 9.68%
Total of Extras/Adjustments (Approved to Date):	60,127.89	+ 5.84%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>3,969.00</u></b>	<b><u>+ 0.39%</u></b>
<b>Revised Total</b>	<b><u>\$993,982.42</u></b>	<b>- 3.45%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.84% under the original budget for an **Authorized to Date Amount** of \$990,013.42.

Approval of this extra will place the authorized status of the contract 3.45% or \$35,598.28 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

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

**CM 6**

Conduit, DB, 1, 3 inch

420.000 Ft @ \$9.45/Ft

\$3,969.00

**Total**

**\$3,969.00**

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

**CM 6**

The city requested that conduit be placed on the project for future streetlights so the new work would not need to be removed for the streetlights. This item was set up on contract modification 1 and now represents the amount needed to date. The extra cost for Conduit, DB, 1, 3 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts completed by the City.

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

This Extra is recommended for approval by the State Administrative Board on July 15, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 65.11%; State Restricted Trunkline, 16.28%; City of Muskegon, 18.61%; 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:** 49441.

44. **Extra 2008 – 098**

Control Section/Job Number: 77004-86337 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: Spicer Group  
Engineer's Estimate: \$1,325,187.40

Description of Project:

Bridge removal and replacement along with related approach work on Division Road at Belle River, St. Clair County.

Administrative Board Approval Date:	March 20, 2007	
Contract Date:	April 13, 2007	
Original Contract Amount:	\$1,299,652.30	
Total of Overruns/Changes (Approved to Date):	49,639.40	+ 3.82%
Total of Extras/Adjustments (Approved to Date):	9,866.47	+ 0.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>73,190.79</u></b>	<b><u>+ 5.63%</u></b>
<b>Revised Total</b>	<b><u>\$1,432,348.96</u></b>	<b>+ 10.21%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.58% over the original budget for an **Authorized to Date Amount** of \$1,359,158.17.

Approval of this extra will place the authorized status of the contract 10.21% or \$132,696.66 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Contract Modification Number(s): 4 r. 1

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

<b>CM 4</b>		
Remove Extra Abutment Wall and Structure	1.000 LS @ \$73,190.79/LS	<u>73,190.79</u>
<b>Total</b>		<b><u>\$73,190.79</u></b>

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

**CM 4**

When removing the old bridge abutment an additional abutment was found behind the existing abutment on the east side of the river. This abutment was not shown on the as-built plans and therefore was considered an extra to the contract. The engineer directed the contractor to remove the old abutment that interfered with the new construction. The extra cost for Remove Extra Abutment Wall and Structure is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on July 15, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 94.96%; St. Clair County; 5.04%; 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:** 48064.

45. **Extra 2008 – 099**

Control Section/Job Number: 82052-83668 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: United Lawnscape, Inc.  
62170 Van Dyke  
Washington Township, MI 48094

Designed By: MDOT  
Engineer's Estimate: \$905,077.31

Description of Project:

2.23 miles of landscaping and tree replacement on US-24 (Telegraph Road) from Ecorse Road to Van Born Road and on I-94 from Beech Daly Road to Pelham Road in the city of Taylor, Wayne County.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 27, 2006	
Original Contract Amount:	\$646,000.00	
Total of Overruns/Changes (Approved to Date):	4,476.00	+ 0.69%
Total of Extras/Adjustments (Approved to Date):	13,200.00	+ 2.04%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>35,628.86</u></b>	<b><u>+ 5.52%</u></b>
<b>Revised Total</b>	<b><u>\$699,304.86</u></b>	<b>+ 8.25%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.74% over the original budget for an **Authorized to Date Amount** of \$663,676.00.

Approval of this extra will place the authorized status of the contract 8.25% or \$53,304.86 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

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

**CM 4**

Force Account Drainage  
**Total**

\$35,628.86  
**\$35,628.86**

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

**CM 4**

At two locations, eastbound I-94 at Pardee Road and northbound US-24 south of I-94, drainage issues were hindering the safety of motorists, particularly during winter when water would freeze on the roadway. The contractor was instructed by this office to repair failed drainage areas by re-grading, adding rip rap, and restoring the two locations. The extra cost for Force Account Drainage is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

This Extra is recommended for approval by the State Administrative Board on July 15, 2008.

**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, 65%; City of Taylor, 35%; 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:** 48180.

**OVERRUN**

46. **Overrun 2008 – 030**

Control Section/Job Number: 79555-77754 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: M & M Excavating Co., Inc.  
17 Old State Road  
Gaylord, MI 49735

Designed By: R. S. Scott Associates, Inc.  
Engineer's Estimate: \$1,489,790.79

Description of Project:

4.03 miles of road reconstruction with aggregate surface, culverts, and guardrail on Dodge Road from Shabbona Road northerly to Elmwood Road, Tuscola County.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	May 11, 2007	
Original Contract Amount:	\$1,184,420.31	
Total of Overruns/Changes (Approved to Date):	118,442.03	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	130,855.36	+ 11.05%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>3,136.00</u></b>	<b>+ <u>0.26%</u></b>
<b>Revised Total</b>	<b><u>\$1,436,853.70</u></b>	<b>+ 21.31%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 21.05% over the original budget for an **Authorized to Date Amount** of \$1,433,717.70.

Approval of this overrun will place the authorized status of the contract 21.31% or \$252,433.39 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:

Embankment, CIP	640.000 Cyd @ \$2.95/Cyd	\$1,888.00
Excavation, Earth	640.000 Cyd @ \$1.95/Cyd	<u>1,248.00</u>
<b>Total</b>		<b><u>\$3,136.00</u></b>

**Reason(s) for Overrun(s):**

The original plan volumes of earth excavation and embankment were based on a topsoil strip layer of 4 inches. Actual depths ranged from 8 inches to as much as 18 inches. The variation in the topsoil layer was not apparent in the soil borings completed for the project. The additional topsoil resulted in increased excavation and the need to replace the topsoil with embankment. This caused an overrun in the original bid items Embankment, CIP and Excavation, Earth.

This Overrun is recommended for approval by the State Administrative Board on July 15, 2008.

**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, 67%; State Restricted Trunkline, 33%; 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:** 48726.

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*  
*July 2, 2008*

Kirk T. Steudle  
Director



JENNIFER M. GRANHOLM  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

KIRK T. STEUDLE  
DIRECTOR

June 30, 2008

Ms Sherry Bond, Secretary  
State Administrative Board  
Stevens T. Mason Building  
P O. Box 30026  
Lansing, Michigan 48909

Dear Ms. Bond:

The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for all maintenance/construction contracts \$25,000 or greater prior to commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510 09 Emergency Purchases, a letter describing the emergency and action taken shall be submitted to notify the SAB, Civil Service Commission, and other sources, if applicable.

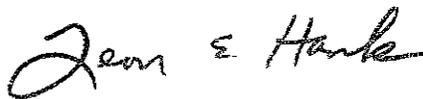
On June 13, 2008, MDOT determined an emergency contract was needed to repair a 700' section of roadway on US-31, just north of the Big Sale River, in Mason County. The emergency work was necessary after a paved drainage ditch failed, causing a void under the pavement. This in turn undermined the adjacent shoulder and roadway causing complete failure of this section of US-31. The inspection determined that there was imminent danger to the public and action needed to be taken immediately to protect the public and to avoid interruption in commerce.

The Cadillac Transportation Service Center (ISC), Design Unit, determined that the best value repair process was to remove the existing three-lane pavement, paved shoulder, paved ditch, and underlying materials, then replace the subbase, aggregate base, HMA pavement, shoulder, and drainage ditch.

The Cadillac ISC solicited bids from four pre-qualified contractors to make the repairs. The engineer's estimate was \$257,160, and three bids were received. Hallack Contracting was the lowest bidder at \$235,250 and therefore selected. Repairs began immediately after the contractor was selected. The highway was reopened to traffic on June 17, 2008. Some restoration, approach paving, and drive culverts remain to be completed, as special culvert end sections are on order.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517-241-2674.

Sincerely,

  
Kirk T. Steudle  
Director



STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

JENNIFER M. GRANHOLM  
GOVERNOR

KIRK T. STEUDLE  
DIRECTOR

June 26, 2008

Ms. Sherry Bond, Secretary  
State Administrative Board  
P.O. Box 30026  
Lansing, Michigan 48909

Dear Ms Bond:

The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for all maintenance/construction contracts \$25,000 or greater prior to commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510.09 Emergency Purchases, a letter describing the emergency and action taken shall be submitted to notify the SAB, Civil Service Commission, and other sources, if applicable.

On June 8, 2008, MDOT determined an emergency contract was needed to repair a concrete sixty inch culvert and slopes on US 31 in Allegan County. The emergency work was necessary after the culvert failed, causing a void in the embankment. This in turn caused damage to the adjacent shoulder, and eventually the roadway itself. The inspection determined that there was imminent danger to the public and action needed to be taken immediately to protect the public and to avoid interruption in commerce.

The Kalamazoo Transportation Service Center (TSC) worked with the Fennville Garage to develop a plan and specifications. Staff determined that the best value repair process was to excavate the embankment to the compromised culvert, repair the culvert, restore the embankment, and repair the shoulder for positive pavement drainage.

The Kalamazoo TSC solicited bids for replacement of the culvert pipe, and two bids were received. St. Regis Culvert, Inc. was the lowest bidder at \$50,265.00 and therefore selected. Temporary safety measures were taken to protect the public while waiting for the ordered culvert to be delivered. Work was completed by June 19, 2008, and paid with DPO 591N8204523.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517-241-2674.

Sincerely,

*Joe* Kirk T Steudle  
Director

# APPROVED

July 15, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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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 10:45 a.m. on July 15, 2008. Those present  
being:

Chairperson: Brian DeBano, representing Approved \_\_\_\_\_  
Secretary of State Land

Member: Walt Herzig, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: Patrick F. Isom, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Sherry Bond, James Burriss, Eva Rojas, Department of Management and  
Budget; Mike Blackledge, Amy Meldrum, Wayne Roe, Jr., Department  
of Transportation

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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  
with Items 35 and 68 of the special agenda withdrawn. Supported by Mr.  
Herzig, the motion was unanimously adopted.

Mr. DeBano adjourned the meeting.

## SPECIAL AGENDA

### DEPARTMENT OF TRANSPORTATION

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

*Special* T&NR Meeting: July 15, 2008 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 10:45 AM  
State Administrative Board Meeting: July 15, 2008 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

### CONTRACTS

1. **\*TRANSPORTATION PLANNING – Increase Services and Amount**  
Amendatory Contract (2007-0589/A1) between MDOT and the TC-TALUS Policy Board will expand the project scope to include the adjacent counties of Antrim, Benzie, Kalkaska, Leelanau, and Wexford and will increase the contract amount by \$99,927.44. The original contract provides for the development of a multimodal transportation plan for Grand Traverse County that includes land use considerations and public involvement. The work will include reviews of existing data, identification of transportation and land use concerns using a public involvement plan, updates of land use development scenarios, and development of an updated functional classification map and a preferred multimodal transportation system plan. The contract term remains unchanged, July 10, 2007, through September 30, 2010. The revised contract amount will be \$1,468,758.62. Source of Funds: 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

**Criticality:** The original contract covers a limited geographic area around Traverse City. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Technical Corrections Bill includes language to expand the geographic area to include Antrim, Benzie, Kalkaska, Leelanau, and Wexford Counties. This amendment provides for the extension of the study area to include these five counties.

**Purpose/Business Case:** To expand the project scope to include Antrim, Benzie, Kalkaska, Leelanau, and Wexford Counties, in accordance with the SAFETEA-LU Technical Corrections Bill, which adds these counties to the project.

**Benefit:** The project has a great deal of regional support, and this amendment will assist in the implementation of the study recommendations.

**Funding Source:** 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

**Commitment Level:** The contract is on an actual cost basis not to exceed \$1,468,758.62.

**Risk Assessment:** If this contract is not approved, the federal funds earmarked for this project will be lost and regional support for the project may be damaged.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 49684.

\* Denotes a non-standard contract/amendment

2. **\*TRANSPORTATION PLANNING – Increase Services and Amount**

Amendatory Contract (2007-0589/A2) between MDOT and the TC-TALUS Policy Board will add public outreach activities in Grand Traverse, Antrim, Benzie, Kalkaska, Leelanau, and Wexford Counties and will increase the contract amount by \$133,845.14. The work items will include multimedia product development, including informational videos; web media enhancements; print and electronic advertising; and informational mailers, banners, billboards, and kiosks. The original contract provides for the development of a multimodal transportation plan for Grand Traverse County that includes land use considerations and public involvement. The contract term remains unchanged, July 10, 2007, through September 30, 2010. The revised contract amount will be \$1,602,603.76. Source of Funds: 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

**Criticality:** This amendment will provide for partial restoration of the original public outreach budget that was limited in the original contract due to the lack of identified local matching funds. Local matching funds and the approval of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Technical Corrections Bill will allow the public outreach activities to be expanded.

**Purpose/Business Case:** To provide for the performance of additional public outreach activities. The original contract provides for limited public outreach activities designed to promote maximum public involvement in the development of a final land use and transportation strategy. The additional activities are designed to build long-term public support of the land use strategies and transportation projects.

**Benefit:** The project has a great deal of regional support, and this amendment will assist in the implementation of the study recommendations.

**Funding Source:** 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

**Commitment Level:** The contract is on an actual cost basis not to exceed \$1,602,603.76.

**Risk Assessment:** If this contract is not approved, the federal funds earmarked for this project will be lost and regional support for the project may be damaged.

**Cost Reduction:** N/A.

**Selection:** N/A.

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

**Zip Code:** 49684.





**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.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48757.

5. LETTING OF JULY 11, 2008  
 PROPOSAL 0807004  
 PROJECT NH 38071-79839  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 08, 2009

ENG. EST.                      LOW BID  
 \$ 1,605,467.75      \$ 1,636,188.53

% OVER/UNDER EST.  
 1.91 %

1.46 mi of hot mix asphalt resurfacing and drainage improvements on M-50 from north of Meridian Rd northerly to south of South Street, Jackson County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	<b>\$ 1,636,188.53</b>	<b>Same</b>	<b>1 **</b>
C & D Hughes, Inc.	\$ 1,737,197.06	Same	2
Hoffman Bros., Inc.	\$ 1,751,708.19	Same	3
Nashville Construction Company	\$ 1,795,406.37	Same	4
Concord Excavating & Grading, Inc.	\$ 1,805,555.09	Same	5
Michigan Paving & Materials Co.	\$ 1,808,831.94	Same	6
Cadwell Brothers Construction Comp	\$ 1,856,622.36	Same	7
Rieth-Riley Construction Co., Inc.	\$ 1,868,045.91	Same	8
3-S Construction, Inc.	\$ 1,898,296.44	Same	9
Brady Sand & Gravel, Inc.	\$ 2,067,977.35	Same	10
Dunigan Brothers, Inc.	\$ 2,125,195.54	Same	11
Bailey Excavating, Inc.			
Milbocker and Sons, Inc.			
Barrett Paving Materials, Inc.			
Balkema Excavating, Inc.			

11 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:**

79839A  
 Federal Highway Administration Funds 81.85 %  
 State Restricted Trunkline Funds 18.15 %

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49202.

6. LETTING OF JULY 11, 2008  
 PROPOSAL 0807007 ENG. EST. \$ 1,030,916.62 LOW BID \$ 848,945.86  
 PROJECT STH 41131-102319  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 21, 2008  
 COMPLETION DATE - MAY 25, 2009 -17.65 %

4.06 mi of high tension cable median barrier on US-131 at the Kent/Allegan County line northerly to the centerline of 76th Street, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
RMD Holdings, Ltd.	\$ 848,945.86	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 882,402.00	Same	2
J. Slagter & Son Construction Co.	\$ 902,411.50	Same	3
Snowden, Inc.	\$ 964,528.70	Same	4
Dale Dukes & Sons, Inc.	\$ 976,875.00	Same	5
J & J Contracting, Inc.			
Nashville Construction Company			

5 Bidders

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

**Purpose/Business Case:** 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:**

102319A  
 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.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49548.

7. LETTING OF JULY 11, 2008  
 PROPOSAL 0807008 \$ ENG. EST. 299,110.60 \$ LOW BID 279,430.94  
 PROJECT STH 25091-87484  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - SEPTEMBER 08, 2008  
 COMPLETION DATE - OCTOBER 11, 2008 -6.58 %

0.20 mi of intersection upgrading for center left turn lane and hot mix asphalt resurfacing on M-15 (State Road) at Kipp Road, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Washtenaw Inc. Maintenance Service</b>	<b>\$ 279,435.94</b>	<b>\$ 279,430.94</b>	<b>1 **</b>
San Marino Excavating, Inc.	\$ 287,705.40	Same	2
C. A. Hull Co., Inc.	\$ 306,229.03	Same	3
Cadillac Asphalt, LLC.	\$ 316,867.63	Same	4
Zito Construction Co.	\$ 322,976.66	Same	5
CRS/Shaw Contracting Co.			
Novak Construction			
DiPonio Contracting, Inc.			
Barrett Paving Materials, Inc.			
Tri-Valley Landscaping, Inc.			
Rohde Brothers Excavating, Inc.			
Fisher Contracting Company			
Ace Asphalt & Paving Co.			

5 Bidders

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

**Purpose/Business Case:** 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:**

87484A

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.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48438.

8. LETTING OF JULY 11, 2008 ENG. EST. LOW BID  
 PROPOSAL 0807009 \$ 4,707,202.97 \$ 4,644,907.42  
 PROJECT NH 41131-79462, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 21, 2008  
 COMPLETION DATE - NOVEMBER 14, 2008 -1.32 %

2.91 mi of pavement repairs, median barrier repairs and light standard foundations on US-131 from M-11 to Wealthy Street in the cities of Wyoming and Grand Rapids, Kent County.

7.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
<b>Six-S, Inc.</b>	<b>\$ 4,644,907.42</b>	<b>Same</b>	<b>1 **</b>
Kelcris Corporation	\$ 5,245,850.01	Same	2
Florence Cement Company	\$ 5,694,739.45	Same	3
C & D Hughes, Inc.	\$ 6,238,501.52	Same	4
Snowden, Inc.			
Causie Contracting, Inc.			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane	
<b>Six-S, Inc.</b>	<b>\$ 4,644,907.43</b>	<b>Same</b>	<b>1 **</b>
Kelcris Corporation	\$ 5,245,851.01	Same	2
Florence Cement Company	\$ 6,620,739.45	Same	3
C & D Hughes, Inc.	\$ 6,988,501.52	Same	4
Snowden, Inc.			
Causie Contracting, Inc.			

4 Bidders

**NOTE:** The ORIGINAL A+Lane Rental bid received determined the low bid.  
The ORIGINAL A bid reflects the actual contract price.

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

**Purpose/Business Case:** This project is supported by two program goals: (1) MDOT's Road Preservation Program and the Freeway Lighting Program. The Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Freeway Lighting Program goal is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems.

**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:**

79462A

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

87456A

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

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

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public are risk assessments for this project. The relationships with the local agencies may be compromised. 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.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49507.



**Funding Source:**

87298A

Van Buren County	5.22 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	14.78 %

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

**Risk Assessment:** Loss of federal funds and continued non-attainment in air quality.

**Cost Reduction:** Less congestion and reduced maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49090.

10. LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
PROPOSAL 0807011	\$ 486,662.76	\$ 412,482.12
PROJECT STG 77900-88812		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 25, 2009		-15.24 %

Traffic signal modernization at 12 locations on M-19, M-29, and I-94 in the cities of Emmett, Anchorville, Fair Haven, Algonac and Marine City, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Ranck Electric, Inc.</b>	\$ 412,482.12	Same	1 **
Rauhorn Electric, Inc.	\$ 412,920.27	Same	2
Alpha Electric, Inc.	\$ 416,386.44	Same	3
J R Howell Airport Lighting LLC	\$ 421,369.85	Same	4
Severance Electric Co., Inc.	\$ 429,624.01	Same	5
Metropolitan Power & Lighting, Inc.	\$ 443,622.21	Same	6
Posen Construction, Inc.	\$ 459,744.08	Same	7
Motor City Electric Utilities Co.	\$ 488,117.16	Same	8
Strain Electric Company			
Trans Tech Electric, L.P.			

8 Bidders

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

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

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

**Funding Source:**

88812A

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.

**Selection:** Low Bid.

**New Project Identification:** Sign upgrade.

**Zip Code:** 48060.

11.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807012	\$ 231,851.69	\$ 249,088.64
	PROJECT MER 74022-103101		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 18, 2008		
	COMPLETION DATE - OCTOBER 11, 2008		7.43 %

Emergency structural steel repairs, partial painting, and maintaining traffic on M-90 over the Black River, Sanilac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Anlaan Corporation</b>	\$ 249,088.64	Same	1 **
Midwest Bridge Company	\$ 253,578.64	Same	2
J. Slagter & Son Construction Co.	\$ 261,941.10	Same	3
Jackson Steel Construction, Inc.	\$ 277,783.13	Same	4
Posen Construction, Inc.	\$ 298,559.71	Same	5
Abhe & Svoboda, Inc.	\$ 567,210.00	Same	6
McDowell Construction , L.L.C.			
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:**

103101A

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.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48422.

12. LETTING OF JULY 11, 2008  
 PROPOSAL 0807013 \$ ENG. EST. \$ LOW BID  
 PROJECT STE 82292-34959 \$ 133,219.48 \$ 171,401.19  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 28, 2008  
 COMPLETION DATE - SEPTEMBER 15, 2008 28.66 %

0.42 mi of non-motorized path construction along I-275 connecting the existing bike path located north of US-12 on the south side of the Rouge River tributary to US-12, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Washtenaw Inc. Maintenance Service</b>	\$ 171,416.19	\$ 171,401.19	1 **
Fonson, Inc.	\$ 175,389.91	Same	2
Commerce Construction & Landscaping	\$ 188,934.04	Same	3
ABC Paving Company	\$ 191,793.91	Same	4
Dan's Excavating, Inc.	\$ 199,768.93	Same	5
Warren Contractors and Development	\$ 205,788.65	\$ 205,678.65	6
Cadillac Asphalt, LLC.			
San Marino Excavating, Inc.			
Barrett Paving Materials, Inc.			

6 Bidders

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

**Purpose/Business Case:** The 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:**

34959A

Federal Highway Administration Funds (Transportation Enhancement 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:** 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:** 48188.

13.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807014	\$ 3,162,962.47	\$ 2,349,878.24
	PROJECT ST 84917-100155		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 02, 2009		-25.71 %

Pump house rehabilitation on 3 pump houses, replacement of mixed flow pump motors and control equipment on I-75 at Gardenia Avenue (11 1/2 Mile Road), on Howell Crossing I-94 at Wesson Street, and on Casper Crossing I-94 at Central Street in the cities of Royal Oak and Detroit, Oakland and Wayne Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Walter Toebe Construction Co.</b>	<b>\$ 2,349,878.24</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 2,377,354.85	Same	2
Posen Construction, Inc.	\$ 2,407,482.37	Same	3
O'Laughlin Construction Company	\$ 2,448,629.85	Same	4
Pamar Enterprises, 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:** Pump station rehabilitation activities consisting of: replace existing mixed flow pump motors and control equipment with submersible style pumps and current technology of electronic controls.

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

**Funding Source:**

100155A

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

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

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

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

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48069.

14.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807016	\$ 964,625.24	\$ 818,254.60
	PROJECT STH 82021-100534		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 31, 2009		-15.17 %

6.28 mi of median cable barrier installation and guardrail treatments on I-94 from west of Rawsonville Road to Hannan Road in the townships of Ypsilanti and Van Buren, Washtenaw and Wayne Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Tri-Valley Landscaping, Inc.</b>	<b>\$ 818,254.60</b>	<b>Same</b>	<b>1 **</b>
RMD Holdings, Ltd.	\$ 862,693.44	Same	2
Rite Way Fence, Inc.	\$ 906,507.40	Same	3
J. Slagter & Son Construction Co.	\$ 920,317.09	Same	4
Snowden, Inc.	\$ 1,000,500.74	Same	5
J & J Contracting, Inc.			
Future Fence Company			
Dale Dukes & Sons, Inc.			

5 Bidders

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

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

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

**Funding Source:**

100534A  
 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.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction and sign upgrade.

**Zip Code:** 48111.

15. LETTING OF JULY 11, 2008  
 PROPOSAL 0807045 \$ ENG. EST. \$ LOW BID  
 PROJECT BHN 41131-102836 \$ 694,274.52 \$ 686,149.85  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 14, 2008 -1.17 %

Bridge rehabilitation consisting of joint replacement, deck, substructure and structural steel repairs, partial painting, and maintaining traffic on 5 ramp structures at the I-196 and US-131 interchange in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 686,149.85	Same	1 **
Midwest Bridge Company	\$ 877,313.00	Same	2
Anlaan Corporation	\$ 893,717.00	Same	3
C. A. Hull Co., Inc.	\$ 964,438.20	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:**

102836A

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

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49504.

16.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807046	\$ 79,137.40	\$ 109,953.30
	PROJECT MRR 73091-101661		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 18, 2008		
	COMPLETION DATE - SEPTEMBER 05, 2008		38.94 %

Railroad crossing reconstruction on M-13 just north of Potter Street in the city of Saginaw, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Lois Kay Contracting Co.</b>	\$ 109,953.30	Same	1 **
Saginaw Asphalt Paving Company	\$ 114,284.30	Same	2
Pyramid Paving & Contracting Co.	\$ 120,740.60	Same	3

3 Bidders

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

**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:**

101661A

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 damage to vehicles and increased complaints from the motoring public. Loss of dedicated federal funding for grade crossings due to underutilization.









21. LETTING OF JULY 11, 2008  
 PROPOSAL 0807054 \$ ENG. EST. 68,252.16 LOW BID \$ 67,469.51  
 PROJECT STR 39011-102328  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - AUGUST 08, 2008  
 COMPLETION DATE - AUGUST 22, 2008 -1.15 %

0.42 mi of railroad crossing reconstruction and maintenance of traffic on US-131 in the village of Schoolcraft, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	\$ 67,469.51	Same	1 **
Michigan Paving & Materials Co.	\$ 81,855.88	Same	2

2 Bidders

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

**Purpose/Business Case:** The 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:**

102328A

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.

**Selection:** Low bid.

**New Project Identification:** Reconstruction of existing railroad crossing.

**Zip Code:** 49087.



**Funding Source:**

100974A	
City of Detroit	0.07 %
City of Eastpointe	0.02 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.00 %
City of Warren	0.06 %
100975A	
City of Detroit	0.16 %
Federal Highway Administration Funds	81.85 %
City of Oak Park	0.01 %
State Restricted Trunkline Funds	17.93 %
City of Warren	0.05 %

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

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48089.

23.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807056	\$ 318,335.15	\$ 289,336.91
	PROJECT EBSL 16091-103548		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 02, 2008		
	COMPLETION DATE - OCTOBER 03, 2008		-9.11 %

2.19 mi of trenching, hot mix asphalt shoulder paving, and shoulder aggregate on I-75 southbound from north of the Tuscarora township line northerly to Topinabee Mail Route, Cheboygan County.

A 2008 highway preventive maintenance project

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bolen Asphalt Paving, Inc.</b>	\$ 289,336.91	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 366,103.80	Same	2
Payne & Dolan, Inc.	\$ 427,305.40	Same	3

3 Bidders

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

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

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

**Funding Source:**

103548A

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

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

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49791.

24.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807064	\$ 258,048.97	\$ 353,766.00
	PROJECT IM 39022-100544, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 09, 2008		
	COMPLETION DATE - JUNE 26, 2009		37.09 %

Bridge rehabilitation including structural steel repairs, substructure repairs, and maintaining traffic on 109th Avenue over I-196/US-31, on US-131 northbound and southbound over KL Avenue and Amtrak railroad track, and on I-94 over Portage Road in the city of Kalamazoo, Allegan and Kalamazoo Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Anlaan Corporation</b>	\$ 353,766.00	Same	1 **
J. Slagter & Son Construction Co.	\$ 362,194.56	Same	2
Midwest Bridge Company	\$ 386,754.00	Same	3
Jackson Steel Construction, Inc.	\$ 399,569.29	Same	4
Abhe & Svoboda, Inc.	\$ 533,410.00	Same	5
L.W. Lamb, Inc.			
Atsalis Brothers Painting Company			
C. A. Hull 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 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:**

100544A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	
101959A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	

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

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

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49001.

25.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807066	\$ 460,975.63	\$ 439,884.91
	PROJECT NH 09042-103056		
	LOCAL AGRMT. 08-5274		% OVER/UNDER EST.
	START DATE - AUGUST 25, 2008		
	COMPLETION DATE - OCTOBER 31, 2008		-4.58 %

1.75 mi of concrete pavement repairs, longitudinal grooving, and ADA sidewalk ramp upgrades in the city of Bay City, Bay County.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Snowden, Inc.</b>	\$ 439,884.91	Same	1 **
Florence Cement Company	\$ 478,868.62	Same	2
C & D Hughes, Inc.	\$ 488,270.60	Same	3
Kelcris Corporation	\$ 489,213.01	Same	4
Causie Contracting, Inc.	\$ 544,998.72	Same	5
Eastlund Concrete Construction			

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

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

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

**Funding Source:**

103056A

City of Bay City	0.16 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	17.99 %

**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.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48706.







**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.  
**Cost Reduction:** Lower vehicle maintenance costs.  
**Selection:** Low bid.  
**New Project Identification:** Maintenance.  
**Zip Code:** 48188.

29. LETTING OF JULY 11, 2008  
 PROPOSAL 0807071 ENG. EST. \$ 162,796.51 LOW BID \$ 157,937.58  
 PROJECT M 13083-M50873  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 03, 2008 -2.98 %

1.89 mi of concrete pavement repairs on I-94 westbound at the maintenance crossover east of M-199 (26 Mile Road, Exit 119) easterly to 27 Mile Road and on I-94BL (Michigan Avenue) west of Fountain Street easterly to west of Sycamore Street in the city of Marshall, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kelcris Corporation</b>	\$ 157,937.58	Same	1 **
Causie Contracting, Inc.	\$ 167,226.95	Same	2
Snowden, Inc.	\$ 172,003.65	Same	3
Florence Cement Company	\$ 176,031.65	Same	4
Eastlund Concrete Construction			

4 Bidders

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

**Purpose/Business 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:**

M50873

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.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49068.







33. LETTING OF JULY 11, 2008  
 PROPOSAL 0807075 \$ ENG. EST. 87,478.84 \$ LOW BID 72,445.04  
 PROJECT M 56032-M40875-2  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 7 days after award  
 COMPLETION DATE - AUGUST 22, 2008 -17.19 %

0.49 mi of widening for a center left turn lane on M-30  
 from Barden Road northerly to Mier Road, Midland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	\$ 72,445.04	Same	1 **
Geiersbach Construction, Inc.	\$ 86,354.80	Same	2
Crawford Contracting, Inc.	\$ 91,100.32	Same	3
Central Asphalt, Inc.	\$ 91,807.68	Same	4
Tri-Valley Landscaping, Inc.	\$ 123,482.00	Same	5
Central Michigan Contracting, Inc.	\$ 851,331.80	\$ 851,306.80	6
CJ's Excavating Septic Service			
CRS/Shaw Contracting Co.			
Rohde Brothers Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			
Saginaw Asphalt Paving Company			

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:** 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:**

M40875

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.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48640 Region-wide.



35. LETTING OF JULY 11, 2008  
 PROPOSAL 0807077 \$ ENG. EST. LOW BID  
 PROJECT M 63041-M70840-2 \$ 96,069.78 \$ 311,791.87  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2008 224.55 %

4.46 mi of intermittent concrete barrier replacement with concrete surface coating on M-59 (Highland Road) from Bogie Lake Road easterly to Williams Lake Road, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 311,791.87	Same	1 **
Midwest Bridge Company	\$ 351,697.00	Same	2
RMD Holdings, Ltd.			
Kelcris Corporation			

2 Bidders

WITHDRAWN

**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:**

M70840

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.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48327.







**Funding Source:**

100675A		
Federal Highway Administration Funds	80.00	%
(Transportation Enhancement Funds)		
City of Stephenson	20.00	%
102091A		
Federal Highway Administration Funds	90.00	%
City of Stephenson	10.00	%
83431A		
State Restricted Trunkline Funds	30.79	%
City of Stephenson	69.21	%

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

**Risk Assessment:** If this project is not awarded, the federal funds 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:** 49887.

39. LETTING OF JULY 11, 2008  
 PROPOSAL 0807021 \$ ENG. EST. \$ LOW BID  
 PROJECT STUL 70407-103452 \$ 652,656.00 \$ 652,000.00  
 LOCAL AGRMT. 08-5269 % OVER/UNDER EST.  
 START DATE - AUGUST 18, 2008  
 COMPLETION DATE - OCTOBER 24, 2008 -0.10 %

0.67 mi of hot mix asphalt road reconstruction including concrete curb, gutter and sidewalk ramps, storm sewer, watermain, hot mix asphalt paving and pavement markings on Hayes Street from US-31 to 168th Avenue, Ottawa County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Brenner Excavating, Inc.</b>	<b>\$ 652,000.00</b>	<b>Same</b>	<b>1 **</b>
Weick Bros., Inc.	\$ 667,164.79	Same	2
Milbocker and Sons, Inc.	\$ 682,649.56	Same	3
Schippers Excavating, Inc.	\$ 683,190.30	Same	4
Nashville Construction Company	\$ 707,877.03	Same	5
Georgetown Construction Company	\$ 708,976.45	Same	6
McCormick Sand, Inc.	\$ 713,949.69	Same	7
Kamminga & Roodvoets, Inc.	\$ 732,997.90	Same	8
Dykema Excavators, Inc.	\$ 737,591.70	Same	9
Kentwood Excavating, Inc.	\$ 741,206.90	Same	10
Diversco Construction Company Inc.	\$ 787,296.40	Same	11
Wadel Stabilization, Inc.	\$ 802,298.15	Same	12
Wyoming Excavators, Inc.	\$ 858,499.00	Same	13
Triangle Excavators, Inc.			
Nagel Construction, Inc.			
Dan Hoe Excavating, Inc.			
C & D Hughes, Inc.			
Workman Contractors, Inc.			
Schmidt Bros. Excavating, Inc.			

13 Bidders

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

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

103452A  
 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 reconstruction.

**Selection:** Low bid.

**Zip Code:** 49417.

40. LETTING OF JULY 11, 2008  
 PROPOSAL 0807022 \$ ENG. EST. 612,191.50 \$ LOW BID 537,209.00  
 PROJECT STH 69609-102156  
 LOCAL AGRMT. 08-5276 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 14, 2008 -12.25 %

1.52 mi of earth excavation, shoulder trenching, hot mix asphalt crushing, shaping and surfacing, embankment, aggregate base, super-elevation and vertical curve modification, drainage and guardrail improvements, and safety item upgrades on Mountain Jack Road from south of Skop Road northerly to north of Skop Road, Otsego County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>M &amp; M Excavating Co., Inc.</b>	<b>\$ 537,209.00</b>	<b>Same</b>	<b>1 **</b>
D.J. McQuestion & Sons, Inc.	\$ 572,978.26	Same	2
Cordes Excavating, Inc.	\$ 587,901.40	Same	3
Bolen Asphalt Paving, Inc.	\$ 622,376.15	Same	4
Elmer's Crane & Dozer, Inc.	\$ 631,291.10	Same	5
Rieth-Riley Construction Co., Inc.	\$ 657,017.10	Same	6
Payne & Dolan, Inc.	\$ 659,635.50	Same	7
CJ's Excavating Septic Service	\$ 673,190.66	Same	8
Tri-County Excavating	\$ 686,303.26	Same	9
Porath Contractors, Inc.			
Wcisel Construction, Inc.			
Pyramid Paving & Contracting Co.			

9 Bidders

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

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

**Purpose/Business Case:** This project is for 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:**

102156A

Otsego 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:** 49730.



**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:** 48836.

42. LETTING OF JULY 11, 2008  
 PROPOSAL 0807025 \$ ENG. EST. \$ LOW BID  
 PROJECT STUL 73609-87751, ETC \$ 427,925.00 \$ 410,098.00  
 LOCAL AGRMT. 08-5246 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 31, 2008 -4.17 %

0.43 mi of hot mix asphalt cold milling, widening and resurfacing, earth work, drainage, concrete curb and gutter, and signal upgrading on Barnard Road and McCarty Road, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bilacic Trucking, Inc.</b>	\$ 410,098.00	Same	1 **
Geiersbach Construction, Inc.	\$ 425,258.00	Same	2
Tri-Valley Landscaping, Inc.	\$ 442,021.25	Same	3
Meylan Excavating, Inc.	\$ 446,816.75	Same	4
3-S Construction, Inc.	\$ 474,004.50	Same	5
A. J. Rehmus & Son, Inc.	\$ 478,888.00	Same	6
Champagne and Marx Excavating, Inc.	\$ 479,063.17	Same	7
Zito Construction Co.	\$ 489,255.71	Same	8
Rohde Brothers Excavating, Inc.	\$ 492,028.00	Same	9
CRS/Shaw Contracting Co.	\$ 498,788.90	Same	10
Wooten Contracting Co.	\$ 534,875.00	Same	11
Lois Kay Contracting Co.	\$ 570,043.70	Same	12
Lee Wood Contracting, Inc.			
Fisher Contracting Company			
Saginaw Asphalt Paving Company			
Crawford Contracting, Inc.			

12 Bidders

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

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

**Purpose/Business Case:** This project is for 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:**

103315A		
Saginaw County		18.15 %
Federal Highway Administration Funds		81.85 %
87751A		
Saginaw 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:** 49603.

43.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807026	\$ 370,750.00	\$ 340,112.24
	PROJECT STU 77475-102886		
	LOCAL AGRMT. 08-5234		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 26, 2008		-8.26 %

1.26 mi of hot mix asphalt cold milling, resurfacing, and concrete sidewalk on Michigan Avenue from Ravenswood Road to Gratiot Avenue in the city of Marysville, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	\$ 340,112.24	Same	1 **
Florence Cement Company	\$ 347,755.91	Same	2
Ace Asphalt & Paving Co.	\$ 350,344.80	Same	3
John Carlo, Inc.	\$ 387,241.95	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 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:**

102886A

Federal Highway Administration Funds	81.85 %
City of Marysville	18.15 %

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

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

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

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48040.



**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:**

102402A

Ottawa County

20.25 %

Federal Highway Administration Funds

79.75 %

**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:** 46464.



**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:**

84681A

City of Clio

35.77 %

Federal Highway Administration Funds

64.23 %

**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:** 48420.



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

**Funding Source:**

83573A

Genesee County	39.00 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	61.00 %

**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:** 48451.

47.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807030	\$ 334,121.00	\$ 296,470.15
	PROJECT CMG 81081-101455		
	LOCAL AGRMT. 08-5221		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JANUARY 15, 2009		-11.27 %

4.50 mi of traffic signal hardware upgrades and radio interconnection on Dixboro Road, Huron River Drive, Golfside Road, and Clark Road, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Alpha Electric, Inc.</b>	<b>\$ 296,470.15</b>	<b>Same</b>	<b>1 **</b>
Metropolitan Power & Lighting, Inc.	\$ 318,980.00	Same	2
Rauhorn Electric, Inc.	\$ 323,131.41	Same	3
Severance Electric Co., Inc.	\$ 330,569.16	Same	4
J. Ranck Electric, Inc.	\$ 332,579.80	Same	5
Posen Construction, Inc.	\$ 351,273.25	Same	6
Motor City Electric Utilities Co.	\$ 363,814.91	Same	7
J R Howell Airport Lighting LLC	\$ 379,981.00	Same	8
Trans Tech Electric, L.P.			

8 Bidders

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

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

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

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

**Funding Source:**

101455A

Federal Highway Administration Funds 100 %

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

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

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

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 48197.

48. LETTING OF JULY 11, 2008  
 PROPOSAL 0807031 \$ ENG. EST. 279,050.50 \$ LOW BID 224,534.00  
 PROJECT HRRR 06609-100307  
 LOCAL AGRMT. 08-5273 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 31, 2008 -19.54 %

0.26 mi of vertical curve modification, earth excavation, embankment, aggregate base, hot mix asphalt surfacing, curb and gutter, drainage improvements, and safety item upgrades on Sterling Road at Kuehn Road, Arenac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bilacic Trucking, Inc.</b>	<b>\$ 224,534.00</b>	<b>Same</b>	<b>1 **</b>
Bolen Asphalt Paving, Inc.	\$ 225,409.15	Same	2
D.J. McQuestion & Sons, Inc.	\$ 255,858.34	Same	3
Katterman Trucking, Inc.	\$ 276,218.24	Same	4
Meylan Excavating, Inc.	\$ 290,087.25	Same	5
CRS/Shaw Contracting Co.	\$ 307,309.50	Same	6
A. J. Rehmus & Son, Inc.			
Rieth-Riley Construction Co., Inc.			
L.J. Construction, Inc.			
Rohde Brothers Excavating, Inc.			
Lee Wood Contracting, Inc.			
Porath Contractors, Inc.			
Saginaw Asphalt Paving Company			
Tri-Valley Landscaping, Inc.			

6 Bidders

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

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

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

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

**Funding Source:**

100307A

Arenac County	10.00 %
Federal Highway Administration Funds	90.00 %

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

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

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

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 48659.

49.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807032	\$ 277,970.00	\$ 161,570.00
	PROJECT STH 82609-102128		
	LOCAL AGRMT. 08-5214		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2009		-41.88 %

Bridge attenuator upgrades at six locations in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>RMD Holdings, Ltd.</b>	\$ 161,570.00	Same	1 **
Posen Construction, Inc.	\$ 204,455.81	Same	2
Midwest Bridge Company	\$ 230,411.00	Same	3
Tri-Valley Landscaping, Inc.	\$ 247,450.00	Same	4
J. Ranck Electric, Inc.	\$ 247,893.29	Same	5
Snowden, Inc.			
J. Slagter & Son Construction 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 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:**

102128A

City of Detroit	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:** 48202.



**Funding Source:**

102094A

Ottawa County 10.00 %  
 Federal Highway Administration Funds 90.00 %

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

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

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

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 49417.

51. LETTING OF JULY 11, 2008  
 PROPOSAL 0807034 \$ ENG. EST. 240,967.00 \$ LOW BID 213,816.19  
 PROJECT HRRR 76609-59935  
 LOCAL AGRMT. 08-5262 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 17, 2008 -11.27 %

0.46 mi of culvert replacement and guardrail installation on Delaney Road at King Road, Shiawassee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Marlette Excavating Company</b>	<b>\$ 213,816.19</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.	\$ 219,269.69	Same	2
Youngstrom Contracting, Inc.	\$ 219,848.00	Same	3
Perrin Construction Co., Inc.	\$ 224,325.18	Same	4
Davis Construction, Inc.	\$ 233,100.10	Same	5
Tri-Valley Landscaping, Inc.	\$ 244,132.20	Same	6
Zito Construction Co.	\$ 252,170.43	Same	7
Wooten Contracting Co.	\$ 277,773.50	Same	8
C & D Hughes, Inc.	\$ 288,138.53	Same	9
Cadwell Brothers Construction Comp	\$ 305,920.84	Same	10
CL Trucking & Excavating, LLC.			
John Carlo, Inc.			
Fenton Excavating & Construction,			
Jack Fick Excavating, Inc.			
J. Slagter & Son Construction Co.			
Rohde Brothers Excavating, Inc.			
Fonson, Inc.			
S.L. & H. Contractors, Inc.			
Fisher Contracting Company			
L.A. Construction Corporation			
Saginaw Asphalt Paving Company			

10 Bidders

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

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

**Purpose/Business Case:** This project is for 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:**

59935A

Shiawassee County	10.00 %
Federal Highway Administration Funds	90.00 %

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

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

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

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 48867.

52.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807035	\$ 161,136.54	\$ 168,172.09
	PROJECT EDDF 49555-84633		
	LOCAL AGRMT. 08-5213		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2008		4.37 %

0.80 mi of shoulders, approaches, hot mix asphalt surfacing, and traffic control on Hiawatha Trail from the east Hudson Township line westerly, Mackinac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 168,172.09	Same	1 **
Payne & Dolan, Inc.	\$ 205,098.50	Same	2
Bacco Construction Company			

2 Bidders

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

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

**Purpose/Business Case:** This project is for 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:**

84633A	
Mackinac County	41.00 %
Federal Highway Administration Funds	10.00 %
State Restricted Trunkline Funds	49.00 %

**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:** 49762.

53.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807036	\$ 142,790.73	\$ 187,556.50
	PROJECT STU 23403-90026		
	LOCAL AGRMT. 08-5112		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2008		31.35 %

0.54 mi of cold milling, hot mix asphalt pavement construction, and permanent pavement markings on Snow Road from St. Joe Highway to Michigan Avenue, Eaton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 187,556.50	Same	1 **
American Asphalt, Inc.	\$ 198,770.00	Same	2
Michigan Paving & Materials Co.	\$ 198,969.62	Same	3
Aggregate Industries-Central Region	\$ 216,786.42	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 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:**

90026A

Eaton 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:** 48917.

54.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807037	\$ 108,585.40	\$ 109,395.45
	PROJECT STL 80047-83563		
	LOCAL AGRMT. 08-5195		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 15 working days		0.75 %

0.52 mi of cold milling, hot mix asphalt paving, pavement marking, and traffic control on Bangor Road from North Paw Paw Street to the village limits of Lawrence, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 109,395.45	Same	1 **
Michigan Paving & Materials Co.	\$ 115,678.67	Same	2
Aggregate Industries-Central Region	\$ 118,447.54	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:**

83563A

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:** 49604.

55.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807038	\$ 20,612.00	\$ 12,891.21
	PROJECT HRRR 18609-100319		
	LOCAL AGRMT. 08-5249		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2008		-37.46 %

Installation of flashing beacon signals on Old State Road at Surrey Road, Clare County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Ranck Electric, Inc.</b>	\$ 12,891.21	Same	1 **
J R Howell Airport Lighting LLC	\$ 13,491.20	Same	2
Alpha Electric, Inc.	\$ 21,992.31	Same	3
DVT Electric, Inc	\$ 22,427.00	Same	4
Metropolitan Power & Lighting, Inc.	\$ 25,820.00	Same	5
Strain Electric Company			
Severance Electric Co., Inc.			
Trans Tech Electric, L.P.			

5 Bidders

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

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

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

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

**Funding Source:**

100319A

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 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:** 48622.

56. LETTING OF JULY 11, 2008  
 PROPOSAL 0807039  
 PROJECT MCS 63011-86335  
 LOCAL AGRMT. 08-5229  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 15, 2009

ENG. EST.                      LOW BID  
 \$ 2,219,210.40    \$ 2,296,111.87

% OVER/UNDER EST.  
 3.47 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Grand River Avenue at Kent Lake, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Walter Toebe Construction Co.</b>	<b>\$ 2,296,111.87</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 2,305,922.00	Same	2
Posen Construction, Inc.	\$ 2,595,900.91	Same	3
C. A. Hull Co., Inc.	\$ 2,784,845.22	Same	4
Anlaan Corporation	\$ 2,790,936.72	Same	5
Hardman Construction, Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
S.L. & H. Contractors, Inc.			

5 Bidders

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

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

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

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

**Funding Source:**

86335A

Oakland County

5.08 %

State Restricted Trunkline Funds

94.92 %

**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.





**Funding Source:**

86303A

Ottawa County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

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

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

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

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49424.

59.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807042	\$ 679,958.80	\$ 618,513.78
	PROJECT BRO 50015-59769		
	LOCAL AGRMT. 08-5261		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 10, 2008		-9.04 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on 30 Mile Road at Healy Brook Drain, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Angelo Iafrate Construction Company</b>	<b>\$ 618,513.78</b>	<b>Same</b>	<b>1 **</b>
DiPonio Contracting, Inc.	\$ 638,683.32	Same	2
John Carlo, Inc.	\$ 674,563.80	Same	3
Dan's Excavating, Inc.	\$ 710,103.71	Same	4
Posen Construction, Inc.	\$ 744,907.67	Same	5
V.I.L. Construction, Inc.	\$ 781,711.13	Same	6
E. C. Korneffel Co.			
C. A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Anlaan Corporation			
S.L. & H. Contractors, Inc.			

6 Bidders

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

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

**Purpose/Business Case:** This project is for the 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:**

59769A

Macomb County	15.83 %
Federal Highway Administration Funds	70.88 %
State Restricted Trunkline Funds	13.29 %

**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:** 48095.



**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:** 48131.

61.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807044	\$ 513,310.80	\$ 456,143.53
	PROJECT MCS 37012-86272		
	LOCAL AGRMT. 08-5241		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 07, 2008		-11.14 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on South Rolland Road over South Branch Pine River, Isabella County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	<b>\$ 456,143.53</b>	<b>Same</b>	<b>1 **</b>
J.E. Kloote Contracting, Inc.	\$ 476,470.36	Same	2
S.L. & H. Contractors, Inc.	\$ 521,868.30	Same	3
Anlaan Corporation	\$ 521,899.71	Same	4
3-S Construction, Inc.	\$ 554,013.90	Same	5
Miller Development, Inc.	\$ 562,670.95	Same	6
E.T. MacKenzie Company			
Fisher Contracting Company			
D.J. McQuestion & Sons, Inc.			
Posen Construction, Inc.			
J. Slagter & Son Construction Co.			
C. A. Hull Co., Inc.			

6 Bidders

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

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. **Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

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

**Funding Source:**

86272A

Isabella County 5.34 %  
State Restricted Trunkline Funds 94.66 %

**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:** 48858.

62.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807057	\$ 2,410,648.00	\$ 2,155,932.98
	PROJECT STE 63041-87706		
	LOCAL AGRMT. 08-5275		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 01, 2009		-10.57 %

3.00 mi of hot mix asphalt non-motorized trail and wooden boardwalk construction on the Kensington Trail connector from Ford Dam Number 3 southerly to Huron River Parkway at the entry of Kensington Metropark, Oakland County.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Anlaan Corporation</b>	<b>\$ 2,155,932.98</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 2,163,708.46	Same	2
Warren Contractors/American Asphalt	\$ 2,212,327.73	Same	3
Posen Construction, Inc.	\$ 2,265,821.03	Same	4
ABC Paving Company	\$ 2,708,423.75	Same	5
E. C. Korneffel Co.			
Ajax Paving Industries, Inc.			
Cadillac Asphalt, LLC.			
J. Slagter & Son Construction Co.			
Angelo Iafrate Construction Company			

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 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:**

87706A

Federal Highway Administration Funds (Transportation Enhancement Funds)	23.10 %
Village of Milford	76.90 %

**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:** 48380.

63. LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
PROPOSAL 0807058	\$ 578,678.34	\$ 533,023.79
PROJECT MCS 27007-86396-2		
LOCAL AGRMT. 07-5113		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - NOVEMBER 15, 2008		-7.89 %

Bridge removal and replacement along with related approach work on Cisco Lake Road at the Cisco Branch of the Ontonagon River, Gogebic County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hebert Construction Company</b>	\$ 533,023.79	Same	1 **
Yalmer Mattila Contracting, Inc.	\$ 587,728.53	Same	2
A. Lindberg & Sons, Inc.			
J. Slagter & Son Construction Co.			
Bacco Construction Company			
Zenith Tech, Inc.			
Snowden, Inc.			

2 Bidders

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

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

86396A

Gogebic County	5.00 %
State Restricted Trunkline Funds	95.00 %

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

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

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

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49947.

64.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807059	\$ 417,811.60	\$ 346,256.89
	PROJECT BRO 19004-89199		
	LOCAL AGRMT. 08-5228		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 01, 2009		-17.13 %

Removal of existing bridge structure and construction of a prestressed concrete box beam bridge and related approach work on Dexter Trail over Fuller Creek, Clinton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 346,256.89	Same	1 **
Milbocker and Sons, Inc.	\$ 346,272.56	Same	2
J.E. Kloote Contracting, Inc.	\$ 356,343.16	Same	3
E.T. MacKenzie Company	\$ 359,271.83	Same	4
Nashville Construction Company	\$ 376,669.07	Same	5
S.L. & H. Contractors, Inc.	\$ 377,979.22	Same	6
Anlaan Corporation	\$ 397,287.38	Same	7
3-S Construction, Inc.	\$ 403,026.25	Same	8
Heystek Contracting Inc.	\$ 406,931.46	\$ 403,911.46	9
J. Slagter & Son Construction Co.	\$ 447,316.51	Same	10
D.J. McQuestion & Sons, Inc.			

10 Bidders

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

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

89199A

Clinton County	6.27 %
Federal Highway Administration Funds	78.93 %
State Restricted Trunkline Funds	14.80 %

**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:** 48894.



**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:** 49528.

66. LETTING OF JULY 11, 2008  
 PROPOSAL 0807061 \$ ENG. EST. \$ LOW BID  
 PROJECT STH 44609-100345 \$ 399,090.50 \$ 338,418.06  
 LOCAL AGRMT. 08-5279 % OVER/UNDER EST.  
 START DATE - AUGUST 25, 2008  
 COMPLETION DATE - NOVEMBER 01, 2008 -15.20 %

0.20 mi of pavement removal, hot mix asphalt cold milling and pavement, earthwork, addition of right and left turn lanes, and signal work on De Mille Road at Harrison Street in the city of Lapeer, Lapeer County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Zito Construction Co.</b>	\$ 338,418.06	Same	1 **
Marlette Excavating Company	\$ 362,973.86	Same	2
Cadillac Asphalt, LLC.	\$ 379,127.85	Same	3
John Carlo, Inc.	\$ 380,954.62	Same	4
Lois Kay Contracting Co.			
Saginaw Asphalt Paving Company			
Pyramid Paving & Contracting Co.			
L.J. Construction, Inc.			
Tri-Valley Landscaping, Inc.			
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Rohde Brothers Excavating, Inc.			

4 Bidders

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

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

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

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

**Funding Source:**

100345A

Federal Highway Administration Funds	80.00 %
City of Lapeer	20.00 %

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

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

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

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 48446.

67.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807062	\$ 301,409.00	\$ 311,806.50
	PROJECT SRSI 83431-102839		
	LOCAL AGRMT. 08-5258		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 07, 2008		3.45 %

0.34 mi of concrete sidewalk, pavement, and storm sewer on Ayer Street from Baker Street easterly to Plett Street in the city of Cadillac, Wexford County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bella Concrete Construction</b>	\$ 311,806.50	Same	1 **
Eastlund Concrete Construction	\$ 314,855.00	Same	2
CJ's Excavating Septic Service	\$ 315,833.45	Same	3
Kamminga & Roodvoets, Inc.	\$ 340,452.50	Same	4
Rieth-Riley Construction Co., Inc.	\$ 439,174.64	Same	5
Snowden, Inc.			
Tri-Valley Landscaping, Inc.			

5 Bidders

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

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

**Purpose/Business Case:** This project is for 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:**

102839A

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:** 49601.

68.	LETTING OF JULY 11, 2008	ENG. EST.	LOW BID
	PROPOSAL 0807063	\$ 121,291.50	\$ 155,312.24
	PROJECT STH 39609-103128		
	LOCAL AGRMT. 08-5287		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 26, 2008		28.05 %

0.17 mi of hot mix asphalt cold milling, surfacing and widening for passing flare, trenching, aggregate base, drainage improvements and safety upgrades on Ravine Road at Squires Road, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Robert Bailey Contractors, Inc.</b>	<del>\$ 155,313.00</del>	\$ 155,312.24	1 **
Brenner Excavating, Inc.	\$ 160,980.95	Same	2
Nashville Construction Company	\$ 165,733.21	Same	3
R. Smith & Sons Trucking, Inc.	\$ 177,575.75	Same	4
Peters Construction Co.	\$ 180,000.00	Same	5
Hoffman Bros., Inc.	\$ 183,794.82	Same	6
Northern Construction Services, Co.	\$ 187,589.45	Same	7
Balkema Excavating, Inc.			
Aggregate Industries-Central Region			

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 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:**

103128A

Kalamazoo 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:** 49006.

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*  
*July 14, 2008*

Kirk T. Steudle  
Director

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Mr. DeBano presented the Transportation and Natural Resources Committee Reports for the regular meeting of July 9, 2008, and the special meeting of July 15, 2008. After review of the foregoing Transportation and Natural Resources Committee Reports, Mr. DeBano moved that the Reports covering the regular meeting held July 9, 2008, and the special meeting held on July 15, 2008, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Ms. MacDowell moved to adjourn the meeting. The motion was supported by Mr. Hank and unanimously approved. Mr. Liedel adjourned the meeting.

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SECRETARY

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CHAIRPERSON