

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

May 9, 2007

State Administrative Board

May 15, 2007

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

SUBMERGED LANDS

1. Proposed Private Use Agreement (0.32 acre) of Lake Michigan public trust bottomlands in the City of Traverse City, Grand Traverse County.

Applicant: TC Hotel LLC (DEQ File LM 252)

Consideration: \$2700 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)
- B. Benefit
Compliance with Part 325 of the NREPA.
- C. Funding Source/Income to the State
\$2700 annual fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A):
N/A

2. Proposed Filled Bottomlands Deed (0.15 acre) of Lake Huron public trust bottomlands in Alpena Township, Alpena County.

Applicant: Erwin and Mary Lewandowski (DEQ File LH 468)

Consideration: \$900 fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)
- B. Benefit:
Compliance with Part 325 of the NREPA.
- C. Funding Source/Income to the State:
\$900 fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A):
N/A

Elizabeth M. Browne, Acting Chief
Land and Water Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 9, 2007 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: May 15, 2007 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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CONTRACTS

1. AERONAUTICS AND FREIGHT (Aeronautics) - Wetland Delineation

Contract (2007-0545) between MDOT and the Cheboygan Airport Authority will provide federal and state grant funds for wetland delineation 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 twenty 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 twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$6,000. Source of Funds: FAA Funds (via block grant) - \$4,800; State Restricted Aeronautics Funds - \$1,050; Cheboygan Airport Authority Funds - \$150.

Criticality: The wetland delineation must be completed before design work for the new crosswind runway can proceed. This information is necessary to comply with Michigan Department of Environmental Quality (MDEQ) permit requirements. The new crosswind runway is necessary to accommodate safe landings (particularly of small aircraft) when the wind is not from the predominant direction.

Purpose/Business Case: To provide for wetland delineation for a future crosswind runway extension and realignment project. This project will meet the requirements of MDEQ for identifying impacts of proposed improvements on wetlands.

Benefit: Will satisfy MDEQ requirements pursuant to the Michigan Natural Resources Environmental Protection Act.

Funding Source: FAA Funds (via block grant) - \$4,800; State Restricted Aeronautics Funds - \$1,050; Cheboygan Airport Authority Funds - \$150; Contract Total - \$6,000.

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 environmental project.

Zip Code: 49721.

2. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2007-0548) between MDOT and the City of Big Rapids will provide federal and state grant funds for the design of a ten-unit t-hangar and taxistreets; hangar demolition; a building for the storage of snow removal equipment; rehabilitation of an entrance road and terminal parking area, windcone, and paint marking; and relocation of the automated weather observation station (AWOS) power cable and sanitary sewer for the terminal building at the Roben-Hood Airport in Big Rapids, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty 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 twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$56,000. Source of Funds: FAA Funds (via block grant) - \$44,800; State Restricted Aeronautics Funds - \$9,800; City of Big Rapids Funds - \$1,400.

Criticality: The design of the various segments of this project will permit such critical needs as sanitary sewer service to the terminal and all-season shelter for based aircraft to be met. The remaining items will enhance airport access and safety.

Purpose/Business Case: To provide for the development of engineering plans for a ten-unit t-hangar and taxistreets; hangar demolition; a building for the storage of snow removal equipment; rehabilitation of an entrance road and terminal parking area, windcone, and paint marking; and relocation of the AWOS power cable and sanitary sewer for the terminal building.

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

Funding Source: FAA Funds (via block grant) - \$44,800; State Restricted Aeronautics Funds - \$9,800; City of Big Rapids Funds - \$1,400; Contract Total - \$56,000.

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49307.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Equipment

Contract (2007-0551) between MDOT and the Manistee County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (a blower) at the Manistee County-Blacker Airport in Manistee, 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 twenty 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 twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$525,500. Source of Funds: FAA Funds (via block grant) - \$420,400; State Restricted Aeronautics Funds - \$91,962; Manistee County Funds - \$13,138.

Criticality: The snow removal equipment is critical for safe aircraft operations during the winter season. The manufacturer requires an eight-month production schedule for equipment delivery. This project must move forward to allow delivery for 2007-2008 winter use. This project is federally mandated to meet FAA safety requirements.

Purpose/Business Case: To provide for the purchase of snow removal equipment (a blower).

Benefit: Will allow the airport to remove snow efficiently and to remain open regardless of the season. The existing equipment is beyond its useful life and is no longer cost efficient to operate.

* Denotes a non-standard contract/amendment

Funding Source: FAA Funds (via block grant) - \$420,400; State Restricted Aeronautics Funds - \$91,962; Manistee County Funds - \$13,138; Contract Total - \$525,500.

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 contract is for a fixed cost.

Selection: N/A.

New Project Identification: This is for the replacement of existing worn-out equipment.

Zip Code: 49660.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Wildlife Assessment and Paint Marking
Contract (2007-0552) between MDOT and the Ontonagon County Board of Commissioners will provide federal and state grant funds for a wildlife hazard assessment, the design for wildlife habitat removal, and runway paint marking 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 twenty 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 twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$34,171. Source of Funds: FAA Funds (via block grant) - \$27,337; State Restricted Aeronautics Funds - \$5,980; Ontonagon County Funds - \$854.

Criticality: All work items in this project will enhance the safety of the airport and are federally mandated to meet FAA safety requirements. The runway paint marking will also produce budgetary savings in that the contractor has agreed to complete the project at the 2006 price until June 15, 2007.

Purpose/Business Case: To provide for a United States Department of Agriculture (USDA) wildlife hazard assessment, the design for wildlife habitat removal, and runway paint marking. The design of wildlife habitat removal will provide a plan for removing the existing wildlife encroachments within the air operations area. The design and the USDA wildlife hazard assessment will be done concurrently to assess the clearing and grubbing needs and restrictions of brush, trees, and other types of cover. This is a safety enhancement project to reduce wildlife incursions and to address the state inspector's remarks from 2006. The runway paint marking will change the runway designation numbers to the correct magnetic orientation and repaint the runway markings to enhance visibility.

Benefit: Will enhance the safety of the airport.

Funding Source: FAA Funds (via block grant) - \$27,337; State Restricted Aeronautics Funds - \$5,980; Ontonagon County Funds - \$854; Contract Total - \$34,171.

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions. The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49953.

5. HIGHWAYS - IDS University Research Services (Delayed from the May 1, 2007, agenda.)
Authorization Revision (Z11/R1) under Contract (2002-0532) between MDOT and Michigan State University will extend the authorization term by approximately eight months to provide sufficient time for the university to complete the research services. Additional time is needed because mechanical and set-up problems delayed the full-scale concrete slab testing and the completion of the project. The original authorization provides for an investigation of the effects of Michigan multi-axle trucks on pavement. The revised authorization term will be May 16, 2005, through December 31, 2007. The authorization amount remains unchanged at \$249,940. The contract term is September 10, 2003, through September 10, 2006, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: One of the major goals of this project is to properly calibrate the truck factors used in pavement thickness design. Truck factors give an indication of how much a particular class of truck damages pavement. Proper forecasting of future damage is essential to providing the most economical and smoothest riding pavements.

Purpose/Business Case: To extend the authorization term by approximately eight months to provide sufficient time for the university to complete the research services.

Benefit: The completion of the full-scale concrete slab testing is crucial to the success of the overall project because it will take information acquired from earlier laboratory tests and verify whether or not it is applicable to MDOT pavements.

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

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

Risk Assessment: If this revision is not approved and the full-scale concrete slab tests are not validated, it will be difficult to implement the new truck loading factors (one of the deliverables) that come out of this project.

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.

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

New Project Identification: This is not a new project.

Zip Code: 48824.

6. HIGHWAYS - IDS Time Extension (Delayed from the April 3, 2007, agenda.)
Amendatory Contract (2004-0308/A1) between MDOT and The Corradino Group of Michigan, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z1), for which additional time is needed to allow the final public presentation scheduled for August 2007 to take place and to resolve any issues that may arise from that meeting. Authorization (Z1) provides for the conduct of aesthetic/context-sensitive design workshops for M-1 (Woodward Avenue) at M-102 (Eight Mile Road) in the cities of Ferndale and Detroit, in Wayne and Oakland Counties (CS 63051-JN 80533). (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be June 18, 2004, through June 17, 2008. 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: This contract will expire on June 17, 2007. If the IDS contract is not extended, authorization (Z1) cannot be extended, and work under authorization (Z1) will not be completed. If the final public presentation is not given, MDOT could lose the opportunity to gain input from the locals. Improvements to the bridge are needed immediately. The project was delayed by the conduct of an environmental assessment, and the bridge has needed to be repaired for almost four years. Design and construction will immediately follow the workshops to ensure that the structure is safely replaced and open to traffic.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z1). No new authorizations will be issued under this contract.

Benefit: Will provide sufficient time for the consultant to complete ongoing work under authorization (Z1), for which additional time is needed to allow the final public presentation scheduled for August 2007 to take place and to resolve any issues that may arise from that meeting.

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 extension is not approved, the consultant will not be able to complete 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; N/A for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

7. HIGHWAYS - IDS Engineering Services (Delayed from the April 3, 2007, agenda.)

Authorization Revision (Z1/R1) under Contract (2004-0308) between MDOT and The Corradino Group of Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the final public presentation scheduled for August 2007 to take place and for any issues that may arise from that meeting to be resolved. The original authorization provides for the conduct of aesthetic/context-sensitive design workshops for M-1 (Woodward Avenue) at M-102 (Eight Mile Road) in the cities of Ferndale and Detroit, Wayne and Oakland Counties (CS 63051 - JN 80533). Services include a design for the aesthetic enhancement of this intersection, a cost estimate for the proposed enhancement, and a program by which the initial investment in the enhancement can be protected through a public/private partnership that takes ownership of the intersection. The revised authorization term will be July 20, 2005, through June 17, 2008. The authorization amount remains unchanged at \$472,595. The revised contract term will be June 18, 2004, through June 17, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This authorization will expire on June 17, 2007. If the authorization is not extended to allow the final public presentation to take place, MDOT will miss an opportunity to gain input from the locals. Improvements to the bridge are needed immediately. The project was delayed by the conduct of an environmental assessment, and the bridge has needed to be repaired for almost four years. Design and construction will immediately follow the workshops to ensure that the structure is safely replaced and open to traffic.

Purpose/Business Case: To extend the authorization term by one year to provide the additional time needed for the final public presentation to take place in August 2007. The authorization provides for the conduct of context-sensitive design workshops with stakeholders. Ideas generated from the environmental phase (environmental assessment) of the study will be used as a basis for the development of aesthetic improvements to the bridge and environs. In addition, the State Historic Preservation Office has determined that the intersection is eligible for the National Register. Therefore, before design and construction can begin, MDOT must coordinate with the State Historic Preservation Office and the community to agree on aesthetic enhancements that are appropriate for the area.

Benefit: The time extension will allow the stakeholders to be a part of the decision-making process and to provide input with regard to aesthetic improvements that fit in with their community and vision. The context-sensitive design workshops are an extension of the public involvement activities that occurred during the environmental phase 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 authorization is not extended to allow the final public presentation to take place, an opportunity to gain input from the local community will be lost.

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

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

New Project Identification: This is not a new project.

Zip Code: 48220.

8. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0015/A1) between MDOT and Hubbell, Roth & Clark, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z9), for which additional time is needed because additional wetland mitigation work is required by the Michigan Department of Environmental Quality (MDEQ) for the Black River Watershed. Authorization (Z9) provides for the design of a ten-acre wetland mitigation site to fulfill the wetland mitigation requirements for wetlands impacted by MDOT Bureau of Highways projects along I-94. No new authorizations will be issued under this contract. The revised contract term will be November 16, 2004, through November 16, 2008. 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: MDEQ will fine MDOT for every day the wetland site for which design work is provided under authorization (Z9) is not complete.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z9). No new authorizations will be issued under this contract.

Benefit: Will provide sufficient time for the consultant to complete ongoing work under authorization (Z9), for which additional time is needed because additional wetland mitigation work is required by MDEQ for the Black River Watershed. The wetland site has increased to accommodate future wetland replacement needs.

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

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

Risk Assessment: If this amendment is not approved, the consultant will not be able to complete wetland mitigation design work under authorization (Z9), and MDOT will be assessed a daily fine

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 contract.

New Project Identification: This is not a new project.

Zip Code: 48060.

9. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R1) under Contract (2005-0015) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of additional design services for the wetland mitigation work for the Black River Watershed, will increase the authorization amount by \$128,681.49, and will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The work items include hydrologic studies, soil boring, survey work, and conceptual and final wetland mitigation design plan work. The original authorization provides for the design of a ten-acre wetland mitigation site to fulfill the wetland mitigation requirements for wetlands impacted by MDOT Bureau of Highways projects along I-94. The revised authorization term will be December 12, 2005, through November 16, 2008. The revised authorization amount will be \$226,306.71. The contract term will be November 16, 2004, through November 16, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The Michigan Department of Environmental Quality (MDEQ) will fine MDOT for every day the wetland site is not complete.

Purpose/Business Case: This is a wetland mitigation project required by MDEQ in the Black River Watershed. The requirement is for 2.4 acres for a 2004 bridge project (job number 51507) and for 1.1 acres for a 2006 road and bridge project (job numbers 45758 and 59256, respectively). The wetland site is being increased to accommodate future wetland replacement needs.

Benefit: Will allow wetland mitigation work required by MDEQ to be completed.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved and the wetland mitigation work is not completed, MDOT will be assessed a daily fine.

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: 48060.

10. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2005-0125) between MDOT and Northwest Design Group will provide for the design of a replacement timber bridge over a ravine on M-119 in Emmet County (CS 24051 - JN 57152C). The work items include the plans for the removal of an unstable earthen fill, the design for the replacement of the existing bridge with a new wooden arch bridge, and the plans for the associated approach work. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$232,495.73. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This is for the design of a replacement bridge, including the replacement of a failing embankment. If the bridge and embankment are not replaced, they will continue to deteriorate, and additional maintenance funds could be required to keep the road open.

Purpose/Business Case: To provide for the design of a timber bridge over a ravine on M-119 in Emmet County. The work will include the removal of a relatively unstable fill over a ravine in an environmentally sensitive area. M-119 is a special scenic heritage route.

Benefit: The replacement bridge will create safer conditions, with a new wooden arch structure over a ravine that will eliminate the possibility of the failure of the fill.

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

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

Risk Assessment: If this work is not performed at this time, there could be a catastrophic failure of the fill over the ravine, which could result in the closure of M-119.

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: 49723.

11. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z14/R1) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional services and will increase the authorization amount by \$84,746.58. The additional services will include the continuation of public coordination services during construction to communicate the status of closures within the M-10 corridor to the public and the review of additional pump station shop drawings, which is necessary because of a change in manufacturer. The original authorization provides for the performance of as-needed design services during construction for M-10 from M-39 to Greenfield Road in the cities of Southfield and Detroit, Wayne County (CSs 63081 and 82112 - JN 75229A). The authorization term remains unchanged, December 7, 2006, through February 8, 2009. The revised authorization amount will be \$166,553.65. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: It is critical that this authorization revision be approved on this agenda to allow the public coordination efforts during construction on this project to continue so that the status of closures within the M-10 corridor can be communicated to the public. It is also critical to provide for the review of additional pump station shop drawings necessary for the continuation of this project. This project has been deemed critical by Metro Region leadership.

Purpose/Business Case: To provide for the performance of additional services and to increase the authorization amount by \$84,746.58. The additional services will include the continuation of public coordination services during construction and the review of additional pump station shop drawings necessary for the continuation of the project.

Benefit: Will provide for the continuation of design services during construction for this complex construction project and its many unforeseen construction issues.

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

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

Risk Assessment: If this revision is not approved, MDOT's ability to maintain public coordination efforts for the duration of the construction project could be jeopardized. Failure to provide for the review of additional final shop drawings for the pump station could jeopardize the quality of the system.

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: 48075.

12. HIGHWAYS - IDS Engineering Services (Delayed from the April 3, 2007, agenda.)

Authorization (Z4) under Contract (2006-0587) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for design services to be performed for bridge scoping work on 14 structures in Monroe and Washtenaw Counties (CS 81900 - JN 891090). The work items include site reviews, analysis of findings, and report preparation. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$145,528.88. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The bridge scoping work needs to be completed so that future projects can be programmed as part of the Region's Annual Call for Projects and can utilize future federal funding.

Purpose/Business Case: To provide for design services to be performed for bridge scoping work on 14 structures located in Monroe and Washtenaw Counties.

Benefit: Will enable MDOT to identify and estimate all work needed to accurately improve the safety of the existing bridges, and to accurately create the University Region 2012 Bridge Call for Projects.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

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

Risk Assessment: If this authorization is not approved, the bridges will continue to deteriorate, and MDOT will fail to meet statewide condition goals.

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: 48161.

13. HIGHWAYS - IDS Engineering Services (Delayed from the May 1, 2007, agenda.)

Authorization (Z7) under Contract (2006-0605) between MDOT and Tetra Tech of Michigan, PC, will provide for the performance of full construction engineering services for the hot mix asphalt (HMA) crushing and shaping and ramp reconstruction work on I-96 at Pinckney Road and Spencer Road, Livingston County (CS 47065 - JN 78232A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$234,754.53. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: The staking of the ramps must be performed before the contractor begins work in July. When the construction project begins, the consultant will provide oversight services on behalf of MDOT, in accordance with federal guidelines. If these services are not performed, MDOT will not be able to deliver the project or the overall 2007-2008 construction program for the Brighton Transportation Service Center.

Purpose/Business Case: To provide for the performance of full construction engineering services for the HMA crushing and shaping and ramp reconstruction work on I-96 at Pinckney Road and Spencer Road, Livingston County.

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

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

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

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

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48116.

14. HIGHWAYS - IDS Engineering Services (Delayed from the April 3, 2007, agenda.)

Contract (2007-0500) between MDOT and Northwest Design Group, 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.

* Denotes a non-standard contract/amendment

15. HIGHWAYS - IDS Engineering Services (Delayed from the April 17, 2007, agenda.)
Contract (2007-0506) between MDOT and CH2M Hill 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.
16. HIGHWAYS - IDS Engineering Services (Delayed from the April 17, 2007, agenda.)
Contract (2007-0509) between MDOT and Driesenga & 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.
17. HIGHWAYS - IDS Engineering Services (Delayed from the April 17, 2007, agenda.)
Contract (2007-0521) between MDOT and Environmental Consulting & Technology, 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.
18. HIGHWAYS - IDS Engineering Services (Delayed from the May 1, 2007, agenda.)
Contract (2007-0528) between MDOT and Nordlund & 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.
19. HIGHWAYS - IDS Engineering Services (Delayed from the May 1, 2007, agenda.)
Contract (2007-0536) between MDOT and Moore & Bruggink, 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.

20. HIGHWAYS - IDS Engineering Services
 Contract (2007-0542) between MDOT and Baker & Associates will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
21. HIGHWAYS - IDS Engineering Services
 Contract (2007-0543) between MDOT and CDM Michigan, Inc./Camp, Dresser and McKee 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.
22. HIGHWAYS - IDS Engineering Services
 Contract (2007-0544) between MDOT and Boldt, McLeod & Johnson, 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.
23. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5073) between MDOT and the Cass County Road Commission will provide for funding participation in the following activities:

Road improvement and restoration work on Calvin Center Road from Highway M-60 to Highway US-12 in Penn, Calvin, and Mason Townships, Cass County, Michigan.

Estimated Funds:

State Restricted Trunkline Funds	\$150,000
Cass County Road Commission Funds	\$ <u>0</u>
Total Funds	<u>\$150,000</u>

M 14062 - 89897

Local Letting

Criticality: This contract is needed in order for the Cass County Road Commission to maintain a detour route along a Cass County road during MDOT's M-60 construction project.

Purpose/Business Case: To provide for the Cass County Road Commission to perform construction and construction engineering work along the detour route for MDOT's M-60 construction project.

* Denotes a non-standard contract/amendment

Benefit: The detour improvements will allow the M-60 construction project to commence without the construction of more costly temporary roadways, and the improvements will allow the detour route to be restored to a condition similar to that before its use as a detour.

Funding Source: State Trunkline and Bridge Construction Funds.

Commitment Level: 100% state funds up to a total amount not to exceed \$150,000, with any costs in excess of this amount to be paid by Cass County.

Risk Assessment: The alternate option of constructing a temporary detour roadway would add time to the M-60 construction project, and the temporary detour roadway would have to be removed after completion of the M-60 project.

Cost Reduction: Low bid with MDOT shares capped at \$150,000.

Selection: Low bid.

New Project Identification: Improvement of existing roadway along detour route.

Zip Code: 49095.

24. HIGHWAYS (Real Estate) - IDS Real Estate Title Services (Delayed from the April 17, 2007, agenda.)

Contract (2007-0504) between MDOT and Cadillac Title, LLC, will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

25. HIGHWAYS (Real Estate) - IDS Real Estate Services (Delayed from the April 17, 2007, agenda.)

Contract (2007-0525) between MDOT and Great Northern Consulting Group will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

26. MACKINAC BRIDGE AUTHORITY – Purchase of Roadway Grating

Approval is requested for the Mackinac Bridge Authority (MBA) to purchase 12 sections of steel open roadway grating from L.B. Foster Company to be installed by MBA maintenance staff. Every section of roadway grating is rated during the annual inspection. It is anticipated that the 2007 annual inspection will rate up to 12 sections for removal and replacement, and MBA will need to start the installation work in the fall of 2007 in order to complete the installation prior to the summer 2008 tourist season. There will be roughly a 2-week period for shop drawing review and a 10- to 12-week period for fabrication before the shipment is received. The shipment is scheduled to arrive no later than September 1, 2007, so that the fall work can be completed on schedule. The cost of the 12 sections of grating will be \$77,655.60. Source of Funds: 100% MBA Funds.

Criticality: Grating sections scheduled for replacement due to corrosion are structurally compromised and are identified during annual inspections. Replacing the sections as recommended in the inspection report will ensure that the Mackinac Bridge is safely maintained. The time to perform this work in the spring and fall is limited, and it would be difficult for MBA to get back on schedule if the fall work is delayed because MBA doesn't have the new grating sections. If the grating is not purchased now and the installation work is not completed on schedule, MBA will be at risk of failing to complete prioritized repairs identified during the annual inspection.

Purpose/Business Case: To provide for the purchase of steel open roadway grating to be installed by MBA maintenance staff. Replacing the corroded sections of grating will keep the Mackinac Bridge in a safe condition.

Benefit: Completing this purchase at this time will ensure that the bridge has enough grating sections to perform the replacements selected for the fall of 2007. Replacing the grating will keep the bridge structurally sound and safe.

Funding Source: 100% MBA Funds.

Commitment Level: The grating will be installed by MBA staff using MBA equipment.

Risk Assessment: The price for this low bid purchase will not be valid past May 15, 2007. If this purchase is not approved at this time, bids will have to be obtained again, delaying the ordering and delivery, and MBA may not be able to complete the installation of the grating during the next inspection cycle.

Cost Reduction: Quotations were received from three vendors, and the lowest bidder was selected. The fabricator has extended its price quotation, and the price will be good until May 15, 2007.

Selection: Low bid.

New Project Identification: This is not a new project.

Zip Code: 49781.

27. PASSENGER TRANSPORTATION - Section 5311 Program (Delayed from the May 1, 2007, agenda.)

Project Authorization Revision (Z7/R3) under Master Agreement (2002-0018) between MDOT and the Berrien County Board of Commissioners will add the FY 2000 Federal Section 5311 Nonurbanized Area Formula Capital Program grant as a funding source, will increase the number of buses to be purchased from two to four, will adjust funding between line items, and will extend the authorization term by six months to provide sufficient time for the County to complete the project. The purchase price for the original two buses was less than anticipated, and the delivery process has taken longer than anticipated; the time extension will allow the delivery of the two buses currently under purchase order and the purchase and delivery of two additional buses. The original authorization provides state matching funds for the County's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program and Economic Development Fund - Category D and Surface Transportation Program grant. The revised authorization term will be November 25, 2003, through November 24, 2007. The authorization amount remains unchanged at \$187,920. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$150,336; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$37,584.

Criticality: Two of the buses have just been delivered and payment will need to be made to the vendor. The new federal funding source needs to be used for the payment.

Purpose/Business Case: To provide for the addition of the FY 2000 Federal Section 5311 Nonurbanized Area Formula Capital Program grant as a funding source, to increase the number of buses, to adjust funding between line items, and to extend the authorization term by six months to provide sufficient time for the County to purchase two additional buses and for the delivery of four buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$150,336; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$37,584.

Commitment Level: Authorization amount is based on cost estimates.

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

* Denotes a non-standard contract/amendment

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49085.

28. TRANSPORTATION PLANNING - Travel Demand Model (Delayed from the April 3, 2007, agenda.)

Project Authorization (Z20) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the development and update of a travel demand model for the Washtenaw Area Transportation Study (WATS). The project will support the development of the model networks for the future and include improvements that were initiated in FY 1999. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$25,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Criticality: It is critical that this project authorization be approved because the travel demand model for Washtenaw County needs to be updated in a timely manner in order to meet federally required updates to SEMCOG's 2030 Regional Transportation Plan, as mandated by Section 450.322(f) 1.(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

Purpose/Business Case: To allow the continued refinement of the travel demand modeling process used for periodic updates of the long-range transportation plan for Washtenaw County and for local impact analysis.

Benefit: Will provide for the maintenance, management, and continued improvement of the Washtenaw County network model for WATS.

Funding Source: 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the Metropolitan Planning Organization (MPO). The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with federal regulations could result in the decertification of the MPOs and the loss of federal funds.

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

Selection: N/A.

New Project Identification: This is an on-going program.

Zip Code: 48226.

SUBCONTRACTS

29.	B & B Lawn Service, Inc. 5392 Pleasant Hill Drive Fenton, MI 48430	Amount Not to Exceed:	\$ 133,022.28
		Annual Maximum 2007:	\$ 66,511.14
		Annual Maximum 2008:	\$ 66,511.14
		1st Optional Year:	\$ 66,511.14

Description of Work: Mowing and Litter Pickup (Delayed from the May 1, 2007, agenda.)

Approval is requested to authorize the Wayne County Department of Public Services to award a two-year subcontract with one additional optional year for roadside mowing and litter pickup on I-275 in Wayne County. Costs are based upon a set unit cost per acre, which remains fixed for the term of the contract. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and three bids were received. The lowest bid 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.

Criticality: The mowing and litter pickup work needs to be performed to clear the tall weeds, grass, and litter that obstruct roadways, decrease visibility, and increase the chances of accidents.

Purpose/Business Case: To provide for roadside mowing and litter pickup on I-275 in Wayne County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48430.

30.	B & B Lawn Service, Inc. 5392 Pleasant Hill Drive Fenton, MI 48430	Amount Not to Exceed:	\$ 209,733.69
		Annual Maximum 2007:	\$ 104,866.84
		Annual Maximum 2008:	\$ 104,866.85
		1st Optional Year:	\$ 104,866.85

Description of Work: Mowing and Litter Pickup (Delayed from the May 1, 2007, agenda.)

Approval is requested to authorize the Wayne County Department of Public Services to award a two-year subcontract with one additional optional year for roadside mowing and litter pickup on I-94 in Wayne County. Costs are based upon a set unit cost per acre, which remains fixed for the term of the contract. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and three bids were received. The lowest bid 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.

Criticality: The mowing and litter pickup work needs to be performed to clear the tall weeds, grass, and litter that obstruct roadways, decrease visibility, and increase the chances of accidents.

Purpose/Business Case: To provide for roadside mowing and litter pickup on I-94 in Wayne County.

* Denotes a non-standard contract/amendment

Benefit: Safer highways free from hazardous road obstructions.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.
Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 48430

31.	B & L Landscaping, Inc.	Amount Not to Exceed:	\$ 204,930
	13200 Northend	Annual Maximum 2007:	\$ 102,465
	Oak Park, MI 48237	Annual Maximum 2008:	\$ 102,465
		1st Optional Year:	\$ 102,465

Description of Work: Mowing and Litter Pickup (Delayed from the May 1, 2007, agenda.)

Approval is requested to authorize the Wayne County Department of Public Services to award a two-year subcontract with one additional optional year for roadside mowing and litter pickup on I-96 and M-14 in Wayne County. Costs are based upon a set unit cost per acre, which remains fixed for the term of the contract. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and two bids were received. The lowest bid 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.

Criticality: The mowing and litter pickup work needs to be performed to clear the tall weeds, grass, and litter that obstruct roadways, decrease visibility, and increase the chances of accidents.
Purpose/Business Case: To provide for roadside mowing and litter pickup on I-96 and M-14 in Wayne County.
Benefit: Safer highways free from hazardous road obstructions.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.
Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 48237.

* Denotes a non-standard contract/amendment

32.	B & L Landscaping, Inc. 13200 Northend Oak Park, MI 48237	Amount Not to Exceed: Annual Maximum 2007: Annual Maximum 2008: 1st Optional Year:	\$ 228,804 \$ 114,402 \$ 114,402 \$ 114,402
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Description of Work: Mowing and Litter Pickup (Delayed from the May 1, 2007, agenda.)

Approval is requested to authorize the Wayne County Department of Public Services to award a two-year subcontract with one additional optional year for roadside mowing and litter pickup on I-75 in Wayne County. Costs are based upon a set unit cost per acre, which remains fixed for the term of the contract. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and two bids were received. The lowest bid 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.

Criticality: The mowing and litter pickup work needs to be performed to clear the tall weeds, grass, and litter that obstruct roadways, decrease visibility, and increase the chances of accidents.

Purpose/Business Case: To provide for roadside mowing and litter pickup on I-75 in Wayne County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48237.

33.	B & L Landscaping, Inc. 13200 Northend Oak Park, MI 48237	Amount Not to Exceed: Annual Maximum 2007: Annual Maximum 2008: 1st Optional Year:	\$ 83,424 \$ 41,712 \$ 41,712 \$ 41,712
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Description of Work: Mowing and Litter Pickup (Delayed from the May 1, 2007, agenda.)

Approval is requested to authorize the Wayne County Department of Public Services to award a two-year subcontract with one additional optional year for roadside mowing and litter pickup on M-39 in Wayne County. Costs are based upon a set unit cost per acre, which remains fixed for the term of the contract. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and two bids were received. The lowest bid 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.

Criticality: The mowing and litter pickup work needs to be performed to clear the tall weeds, grass, and litter that obstruct roadways, decrease visibility, and increase the chances of accidents.

Purpose/Business Case: To provide for roadside mowing and litter pickup on M-39 in Wayne County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

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

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48237.

34.	Causie Contracting, Inc.	Low Bid:	\$ 124,000
	201 Plains Road	Engineer's Estimate:	\$ 138,000
	Mason, MI 48854	Over/Under:	- 10.1%

Description of Work: Concrete Patch Removal and Restoration

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for the removal and replacement of concrete patches on the ramps off US-10 in Isabella County and off US-127 in Gratiot County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: It is necessary to repair the two ramps to prevent possible accidents. The roadway deterioration includes loose concrete and large potholes. At a similarly deteriorated site recently, a car drove over a section of damaged concrete patches and threw a piece of concrete into the windshield of another car, cracking the windshield.

Purpose/Business Case: To provide for removal and replacement of concrete patches on the ramps off US-10 in Isabella County and off US-127 in Gratiot 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 roadways could become hazardous.

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

Selection: Low bid.

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

Zip Code: 48854.

35.	MST&L, Inc.	Amount Not to Exceed:	\$ 16,951.00
	637 Sibley Road	Annual Maximum 2007:	\$ 8,475.50
	Trenton, MI 48183	Annual Maximum 2008:	\$ 8,475.50
		1st Optional Year:	\$ 8,475.50

Description of Work: Mowing and Litter Pickup (Delayed from the May 1, 2007, agenda.)

Approval is requested to authorize the Wayne County Department of Public Services to award a two-year subcontract with one additional optional year for roadside mowing and litter pickup on M-14 in Wayne County. Costs are based upon a set unit cost per acre, which remains fixed for the term of the contract. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and three bids were received. The lowest bid

* Denotes a non-standard contract/amendment

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.

Criticality: The mowing and litter pickup work needs to be performed to clear the tall weeds, grass, and litter that obstruct roadways, decrease visibility, and increase the chances of accidents.

Purpose/Business Case: To provide for roadside mowing and litter pickup on M-14 in Wayne County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48183.

36.	Payne Landscaping, Inc.	Amount Not to Exceed:	\$ 90,240
	3000 Woodbridge	Annual Maximum 2007:	\$ 45,120
	Detroit, MI 48205	Annual Maximum 2008:	\$ 45,120
		1st Optional Year:	\$ 45,120

Description of Work: Mowing and Litter Pickup (Delayed from the May 1, 2007, agenda.)

Approval is requested to authorize the Wayne County Department of Public Services to award a two-year subcontract with one additional optional year for roadside mowing and litter pickup on M-10 and M-8 in Wayne County. Costs are based upon a set unit cost per acre, which remains fixed for the term of the contract. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and two bids were received. The lowest bid 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.

Criticality: The mowing and litter pickup work needs to be performed to clear the tall weeds, grass, and litter that obstruct roadways, decrease visibility, and increase the chances of accidents.

Purpose/Business Case: To provide for roadside mowing and litter pickup on M-10 and M-8 in Wayne County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the work is not performed, the roadway could become hazardous with tall grass, weeds, and litter.

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

Selection: Low bid.

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

Zip Code: 48205.

* Denotes a non-standard contract/amendment

EXTRAS

37. **Extra 2007 - 71**

Control Section/Job Number: 03555-83476 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Maclean Construction Company
P.O. Box 190
Ludington, MI 49431

Designed By: Wightman Jones, Inc.
Engineer's Estimate: \$1,188,826.50

Description of Project:

0.76 miles of road reconstruction with clearing, grading, sand subbase, aggregate base, hot mix asphalt pavement and restoration on 110th Avenue from M-40 to Williams Bridge Road, Allegan County.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	July 17, 2006	
Original Contract Amount:	\$1,020,000.00	
Total of Overruns/Changes (Approved to Date):	36,719.82	+ 3.60%
Total of Extras/Adjustments (Approved to Date):	53,571.00	+ 5.25%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>13,880.00</u>	<u>+ 1.36%</u>
Revised Total	<u>\$1,124,170.82</u>	+ 10.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.85% over the original budget for an **Authorized to Date Amount** of \$1,110,290.82.

Approval of this extra will place the authorized status of the contract 10.21% or \$104,170.82 over 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

Underdrain, Bank, 6 inch

2,776.000 Ft @ \$5.00/Ft

\$13,880.00**Total****\$13,880.00****Reason(s) for Extra(s)/Adjustment(s):**

Undercutting was needed on the project that extended to the back slope of the ditches. In some locations on the back slope, water continually bled out and eroded it. To help control the water, a granular blanket and 6" bank underdrain was placed under the center of the ditch at approximately 31 feet left and right of centerline. This process was completed from station 25+70 to station 39+34 right, and station 25+42 to station 39+53 left. The 6" bank underdrain will collect the water that continually bleeds from the back slope, and collect water that continually bleeds into the subbase and direct it away from the road and side slopes. The extra cost for Underdrain, Bank, 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index.

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

This Extra is recommended for approval by the State Administrative Board at its May 15, 2007 meeting.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

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

Funding Source: FHWA, 60%; State Restricted Economic Development, 40%.

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

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

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

Zip Code: 49010.

38. **Extra 2007 - 72**

Control Section/Job Number: 33403-55971 Local Agency Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: CL Trucking & Excavating, LLC.
 1820 North Jefferson Street
 Ionia, MI 48846
 Designed By: Fitzgerald Henne & Assoc., Inc.
 Engineer's Estimate: \$1,078,202.00

Description of Project:

0.49 miles of hot mix asphalt road reconstruction with concrete curb and gutter and storm sewer on Washington Avenue from Willoughby Road to Edgewood Boulevard in the City of Lansing, Ingham County.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	March 9, 2006	
Original Contract Amount:	\$864,975.65	
Total of Overruns/Changes (Approved to Date):	(\$45,874.62)	- 5.30%
Total of Extras/Adjustments (Approved to Date):	78,776.78	+ 9.11%
Total of Negative Adjustments (Approved to Date):	(300.00)	- 0.03%
THIS REQUEST	<u>332.00</u>	+ <u>0.04%</u>
Revised Total	<u>\$897,909.81</u>	+ 3.82%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.78% over the original budget for an **Authorized to Date Amount** of \$897,577.81.

Approval of this extra will place the authorized status of the contract 3.82% or \$32,934.16 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-36	4	\$22,670.14	03/20/07

Contract Modification Number(s): 7

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

Irrigation Repairs	1.000 LS @ \$292.00/LS	\$292.00
Sign, Type III, Rem	4.000 Ea @ \$10.00/Ea	40.00
Total		<u>\$332.00</u>

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

This is for repairs on irrigation lines located in the right-of-way that were damaged during construction and the contractor was directed to repair. The plans did not have a note pertaining to the sprinkler system so the property owner was not notified to move the lines. When the contractor hit the lines the city requested that the contractor repair the lines. The extra cost for Irrigation Repairs was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work performed in the City of Lansing. The cost of this item is 100 percent funded by the City of Lansing.

The project did not have an item set up for the removal of Type III signs, which were required to be removed because new signs were placed as part of the contract. The contractor was directed to remove the signs. The extra cost for Sign, Type III, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar work performed in the City of Lansing.

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 at its May 15, 2007 meeting.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

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

Funding Source: FHWA, 68.64%; City of Lansing, 31.36%.

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

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

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

Zip Code: 48911.

39. **Extra 2007 - 73**

Control Section/Job Number: 82111-75706 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: MDOT

Engineer's Estimate: \$6,061,876.84

Description of Project:

Deck replacement and other rehabilitation on Washington Boulevard over M-10, 0.21 miles of decorative fencing and lighting in the Cobo Hall tunnel, 0.31 miles of hot mix asphalt resurfacing, streetscaping, and traffic signal work on Washington Boulevard from Larned Street to Jefferson Avenue and eastbound Jefferson Avenue from the Atwater Ramp to north of Shelby Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	December 21, 2004	
Contract Date:	January 12, 2005	
Original Contract Amount:	\$6,872,969.92	
Total of Overruns/Changes (Approved to Date):	259,839.66	+ 3.78%
Total of Extras/Adjustments (Approved to Date):	460,047.98	+ 6.69%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>49,153.20</u>	<u>+ 0.72%</u>
Revised Total	<u>\$7,642,010.76</u>	+ 11.19%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.47% over the original budget for an **Authorized to Date Amount** of \$7,592,857.56.

Approval of this extra will place the authorized status of the contract 11.19% or \$769,040.84 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-147	10	\$51,936.05	11/07/06

Contract Modification Number(s): 12

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

CM 12

Expansion Joint – Cobo Hall Sidewalk

\$49,153.20

Total

\$49,153.20

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

This expansion joint is being installed to protect the public from the safety hazard of a 2 to 3 inch wide expansion opening in the sidewalk at the entrance to Cobo Hall, which at this time only has an ineffective rubber seal. The extra cost for Expansion Joint – Cobo Hall Sidewalk was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when comparing items within MDOT's Average Unit Price Index that had similar type work.

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 at its May 15, 2007 meeting.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

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

Funding Source: State Restricted Trunkline, 87.50%; City of Detroit, 12.50%.

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

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

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

Zip Code: 48226.

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

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

Respectfully submitted,

Kirk T. Steudle

Director

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: May 15, 2007 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 10:45 AM
State Administrative Board Meeting: May 15, 2007 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

BID LETTING

STATE PROJECTS

1. LETTING OF MAY 04, 2007
PROPOSAL 0705001
PROJECT IM 80024-83935
LOCAL AGRMT.
START DATE - JUNE 04, 2007
COMPLETION DATE - MAY 17, 2008

ENG. EST.	LOW BID
\$ 11,729,688.99	\$ 10,691,172.63
% OVER/UNDER EST.	
	-8.85 %

6.00 mi of concrete pavement reconstruction, freeway shoulders, hot mix asphalt ramp resurfacing, guardrail upgrade, freeway signing, and fence replacement on I-94 eastbound from east of M-40 to east of the east Kalamazoo County line in the village of Mattawan, Van Buren and Kalamazoo Counties. This project includes a 5 year materials and workmanship pavement warranty.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets/Ajax Paving	\$ 10,691,172.63	Same	1 **
John Carlo, Inc.	\$ 10,797,888.63	Same	2
Maclean Construction Company	\$ 11,051,948.65	Same	3
Kalin Construction Co., Inc.	\$ 11,700,234.81	Same	4
Tony Angelo Cement Construction Co.			
Michigan Paving & Materials Co.			
Robert Bailey Contractors, Inc.			
Fisher Contracting Company			
Hoffman Bros., Inc.			
Milbocker and Sons, 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 Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program 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:

83935A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49071.

2. LETTING OF MAY 04, 2007
 PROPOSAL 0705052
 PROJECT ST 25084-86841, ETC
 LOCAL AGRMT.
 START DATE - SEPTEMBER 17, 2007
 COMPLETION DATE - DECEMBER 08, 2007

ENG. EST. LOW BID
 \$ 893,786.12 \$ 780,406.06

% OVER/UNDER EST.
 -12.69 %

Removal of existing freeway lighting and installation of galvanized steel towers and replacement of all underground and lighting controls on I-69 at Center Road and on I-475 at Saginaw Street in the cities of Burton and Flint, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 780,406.06	Same	1 **
Posen Construction, Inc.	\$ 794,774.76	Same	2
Metropolitan Power & Lighting, Inc.	\$ 798,835.00	Same	3
Rauhorn Electric, Inc.	\$ 828,351.16	Same	4
Nationwide Fence & Supply Company	\$ 872,977.76	Same	5
Alpha Electric, Inc.	\$ 877,218.40	Same	6
Motor City Electric Utilities Co.	\$ 928,804.28	Same	7
Trans Tech Electric, L.P.	\$ 929,954.26	Same	8
J R Howell Airport Lighting LLC	\$ 939,047.18	Same	9
Strain Electric Company			
Severance Electric Co., Inc.			

9 Bidders

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

Purpose/Business: Freeway lighting is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems.

Benefit: To improve the safety of the motoring public and to reduce on-going maintenance costs.

Funding Source:

86841A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
86842A		
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.

Purpose/Business Case: This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. 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: 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. The Enhancement program 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:

80141A

Federal Highway Administration Funds	52.49 %
State Restricted Trunkline Funds	11.91 %
Forsyth Township	35.60 %

86350A

Federal Highway Administration Funds	72.05 %
State Restricted Trunkline Funds	18.73 %
Forsyth Township	9.22 %

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

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49841.

Funding Source:

51506A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
52798A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
79526A	
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 network and 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: 48060.

5.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705055	\$ 1,445,720.21	\$ 1,204,090.34
	PROJECT M 83012-79561, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 16, 2007		
	COMPLETION DATE - 30 working days		-16.71 %

14.68 mi of hot mix asphalt cold milling, surfacing, and shoulder repair on M-55 from Claybanks Road to Udell Hills Road and on M-37 from M-55 to 30 Road, Manistee and Wexford Counties. This project includes a 3 year pavement performance warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,204,090.34	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 1,300,483.78	Same	2
Pyramid Paving & Contracting Co.			

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.

Purpose/Business Case: This project is supported by two programs: The Non-Freeway Resurfacing Program - intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs, and The Capital Preventive Maintenance Program - to preserve the structural integrity and extend the service life of the State trunkline system through a planned

strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007). The treatments required for this project are expected to 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:

79561A			
State Restricted Trunkline Funds	100	%	
87021A			
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: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 49689.

6.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705062	\$ 2,087,762.72	\$ 2,000,000.62
	PROJECT EBSL 41026-86899, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 04, 2007		
	COMPLETION DATE - JUNE 27, 2008		-4.20 %

Remove existing towers, install new galvanized steel towers, and replace all underground and lighting controls on I-96 at US-131, M-44 connector and M-44, US-131 at M-11, I-196 at M-45, and I-96 at M-37 in the cities of Grand Rapids, Walker and Wyoming, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 2,000,000.62	Same	1 **
DVT Electric, Inc	\$ 2,078,108.50	Same	2
Strain Electric Company	\$ 2,166,079.94	Same	3
Rauhorn Electric, Inc.	\$ 2,229,683.12	Same	4
Trans Tech Electric, L.P.	\$ 2,340,110.40	Same	5
Motor City Electric Utilities Co.	\$ 2,458,536.54	Same	6
Windemuller Electric, Inc.	\$ 2,652,908.50	Same	7
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			

7 Bidders

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

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

Purpose/Business: Freeway lighting is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems.

Benefit: To improve the safety of the motoring public and to reduce on-going maintenance costs.

Funding Source:

86899A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
86900A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
86901A		
	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
86902A		
	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 relationships with the local agencies may be compromised. They are anticipating the completion of this project as announced. If the construction of these projects are 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: 49504.

7. LETTING OF MAY 04, 2007
 PROPOSAL 0705063 ENG. EST. LOW BID
 \$ 628,520.49 \$ 595,222.11
 PROJECT STG 38083-88603
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JULY 30, 2007
 COMPLETION DATE - NOVEMBER 15, 2007 -5.30 %

Traffic signal upgrades at 13 locations on US-12, M-99, M-34, I-94BL, M-50, and US-223 in the villages of Allen, Litchfield and Brooklyn, cities of Adrian and Jackson, Hillsdale, Jackson, and Lenawee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J R Howell Airport Lighting LLC	\$ 595,222.11	Same	1 **
Trans Tech Electric, L.P.	\$ 631,476.25	Same	2
J. Ranck Electric, Inc.	\$ 633,830.79	Same	3
Severance Electric Co., Inc.	\$ 653,618.87	Same	4
Rauhorn Electric, Inc.	\$ 783,002.92	Same	5
Strain Electric Company			
MP Systems, Inc.			
DVT Electric, Inc			
Metropolitan Power & Lighting, 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:

88603A

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: 49003.

Selection: Low bid.

New Project Identification: Reconstruction and Enhancement.

Zip Code: 48909.

9.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705066	\$ 699,935.00	\$ 594,845.50
	PROJECT M 84911-87716		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 14, 2007		-15.01 %

169.66 mi of hot mix asphalt crack treatment and overband crack fill on US-2, M-26, M-28, M-38, US-41, US-45, M-64, M-69, M-94, M-95 and M-553, Baraga, Dickinson, Gogebic, Houghton, Marquette and Ontonagon Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 594,845.50	Same	1 **
Fahrner Asphalt Sealers, LLC.	\$ 630,304.40	Same	2
Interstate Sealant & Concrete, Inc.	\$ 730,384.41	Same	3
American Pavement Solutions, Inc.	\$ 858,661.92	Same	4
Michigan Joint Sealing, 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.

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:

87716A

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: 49849 Region Wide.

10. LETTING OF MAY 04, 2007
 PROPOSAL 0705067
 PROJECT M 84911-87581
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 20, 2007

ENG. EST.
 \$ 546,130.00

LOW BID
 \$ 475,214.50

% OVER/UNDER EST.
 -12.99 %

156.13 mi of hot mix asphalt crack treatment and overband crack fill at 17 various locations on M-35, M-48, M-77, M-80, M-123, M-134, US-2, and US-41, Alger, Chippewa, Delta, Luce, Mackinac, Menominee and Schoolcraft Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 475,214.50	Same	1 **
Fahrner Asphalt Sealers, LLC.	\$ 503,341.20	Same	2
Interstate Sealant & Concrete, Inc.	\$ 638,249.58	Same	3
American Pavement Solutions, Inc.			
Michigan Joint Sealing, Inc.			

3 Bidders

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

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:

87581A

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: 49854 Region-wide.

11. LETTING OF MAY 04, 2007
 PROPOSAL 0705068
 PROJECT M 03023-87245
 LOCAL AGRMT.
 START DATE - JUNE 04, 2007
 COMPLETION DATE - JUNE 22, 2007

ENG. EST.
 \$ 345,022.01

LOW BID
 \$ 289,290.11

% OVER/UNDER EST.
 -16.15 %

1.48 mi of hot mix asphalt cold milling and overlay on M-89 from 29th Street northwesterly to 124th Street in the city of Allegan, Allegan County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 289,290.11	Same	1 **
Aggregate Industries-Central Region	\$ 318,215.23	Same	2
Rieth-Riley Construction Co., Inc.	\$ 347,030.73	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 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:

87245A

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: 49010.

12. LETTING OF MAY 04, 2007
 PROPOSAL 0705069 ENG. EST. LOW BID
 PROJECT M 17034-M00211 \$ 100,000.00 \$ 48,250.00
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007 -51.75 %

Installation of one standby power generator on I-75 southbound at the International Bridge toll plaza (U.S. portion) outside of the maintenance garage in the city of Sault Ste. Marie, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 48,250.00	Same	1 **
J R Howell Airport Lighting LLC	\$ 48,500.00	Same	2
Roy Electric Company, Inc.	\$ 56,230.00	Same	3
Allstate Electric, Inc.	\$ 87,000.00	Same	4
Nationwide Fence & Supply Company	\$ 90,000.00	Same	5
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			
DVT Electric, 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.

Purpose/Business: To install a standby generator to provide necessary power during power outages. This generator will also provide standby power to our newly implemented million dollar security system (camera's out on bridge, etc.).

Benefit: With the installation of this generator, the Department will be able to provide safer and more reliable service during power outages.

Funding Source:

M00211

International Bridge Authority Toll 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 ability to keep the Department's facilities operational may be compromised if the standby generator is not installed.

Cost Reduction: Our customers will benefit with more reliable service and reduced delays.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49783.

13. LETTING OF MAY 04, 2007
 PROPOSAL 0705072
 PROJECT M 08012-M50768
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

	ENG. EST.	LOW BID
	\$ 411,587.09	\$ 434,538.97
	% OVER/UNDER EST.	
	5.58 %	

4.83 mi of hot mix asphalt, gravel reconstruction, trenching, and paving of shoulders on M-43 from the north city limits of Hastings to Messer Road, Barry County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 434,538.97	Same	1 **
Aggregate Industries-Central Region	\$ 445,993.57	Same	2
Rieth-Riley Construction Co., Inc.	\$ 482,463.66	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 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:

M50768

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: 49058.

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: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will 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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48060.

18. LETTING OF MAY 04, 2007
 PROPOSAL 0705003
 PROJECT HPSL 81161-86095, ETC
 LOCAL AGRMT. 07-5147
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2008

	ENG. EST.	LOW BID
	\$ 6,340,791.76	\$ 5,752,399.41
		% OVER/UNDER EST.
		-9.28 %

2.16 mi of road reconstruction including earthwork, underground storm drainage, subbase and aggregate base construction, hot mix asphalt, concrete pavement and concrete curb and gutter on Carpenter Road from Textile Road northerly to Ellsworth Road and 0.50 mi of cold milling, hot mix asphalt surfacing and sidewalk construction on Carpenter Road from I-94 northerly to Ellsworth Road, Washtenaw County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
B&V Construction, Inc.	\$ 5,752,399.41	Same	1 **
C & D Hughes, Inc.	\$ 5,888,793.44	Same	2
Six-S, Inc.	\$ 5,912,999.69	\$ 5,900,999.69	3
De Angelis Landscape, Inc.	\$ 5,952,500.00	Same	4
Dan's Excavating, Inc.	\$ 6,063,756.50	Same	5
Sunset Excavating, Inc.	\$ 6,090,445.30	Same	6
C. A. Hull Co., Inc.	\$ 6,204,952.10	Same	7
Angelo Iafrate Construction Company	\$ 6,277,519.66	Same	8
Fonson, Inc.	\$ 6,390,471.40	Same	9
Peter A. Basile Sons, Inc.	\$ 6,545,534.62	Same	10
John Carlo, Inc.	\$ 6,773,153.40	Same	11
Tony Angelo Cement Construction Co.			
Pamar Enterprises, Inc.			
Ajax Paving Industries, Inc.			
Fisher Contracting Company			
E.T. MacKenzie Company			
ABC Paving Company			

11 Bidders

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

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

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

Purpose/Business Case: This project is for the resurfacing and widening 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 and the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and 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:

86095A		
Washtenaw County		19.57 %
Federal Highway Administration Funds		80.43 %
89408A		
Washtenaw County		34.03 %
Federal Highway Administration Funds		65.97 %

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

Risk Assessment: If this project is not awarded, the federal funds will have to be returned to the federal government for use in another federal-aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract, whether implicit or explicit, are in violation of the federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48197.

19. LETTING OF MAY 04, 2007
 PROPOSAL 0705004
 PROJECT STL 41049-87968
 LOCAL AGRMT. 07-5096
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 29, 2007

ENG. EST.
 \$ 911,548.96

LOW BID
 \$ 777,008.89

% OVER/UNDER EST.
 -14.76 %

1.00 mi of road reconstruction including hot mix asphalt pavement, earth excavation, subbase, culverts, and flashing beacon on Patterson Avenue from 92nd Street to 100th Street, Kent County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 777,008.89	Same	1 **
Burkett Excavating	\$ 802,530.07	Same	2
Kamminga & Roodvoets, Inc.	\$ 810,641.33	Same	3
Milbocker and Sons, Inc.	\$ 811,868.40	Same	4
Diversco Construction Company Inc.	\$ 814,505.08	Same	5
Bultema Brothers Road Contractors	\$ 833,986.45	Same	6
CL Trucking & Excavating, LLC.	\$ 836,716.70	Same	7
Kentwood Excavating, Inc.	\$ 850,171.35	Same	8
Nashville Construction Company	\$ 857,518.15	Same	9
Brenner Excavating, Inc.	\$ 862,833.38	Same	10
C & D Hughes, Inc.	\$ 864,193.65	Same	11
Dykema Excavators, Inc.	\$ 866,535.70	Same	12
Nagel Construction, Inc.	\$ 1,010,394.16	Same	13
Velting Contractors, Inc.			
Maclean Construction Company			
Wyoming Excavators, Inc.			
Schippers 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 and widening 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and 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:

87968A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49316.

20.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705005	\$ 1,074,874.30	\$ 930,967.58
	PROJECT STL 27041-78870		
	LOCAL AGRMT. 07-5107		% OVER/UNDER EST.
	START DATE - SEPTEMBER 04, 2007		
	COMPLETION DATE - NOVEMBER 09, 2007		-13.39 %

5.30 mi of aggregate base, hot mix asphalt crushing, shaping and paving, and guardrail on South Boundary Road from County Road 519 to the Ontonagon County line, Gogebic County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Northeast Asphalt, Inc.	\$ 930,967.58	Same	1 **
Mathy Construction Company	\$ 1,079,400.65	Same	2
Angelo Luppino, Inc.	\$ 1,095,581.39	Same	3
Bacco Construction Company	\$ 1,174,288.48	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 resurfacing 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

78870A

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49968.

Funding Source:

87677A	
Iosco County	20.00 %
Federal Highway Administration Funds	80.00 %
88355A	
Iosco County	37.50 %
Federal Highway Administration Funds	62.50 %

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

Risk Assessment: If this project is not awarded, the federal funds will have to be returned to the federal government for use in another federal-aid project, possibly not in the state of Michigan.

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

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48750.

22.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705007	\$ 996,302.50	\$ 786,275.39
	PROJECT MCS 50008-59770		
	LOCAL AGRMT. 07-5114		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2007		-21.08 %

Bridge removal and replacement along with related approach work on Clark Street at Salt River in the village of New Haven, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 786,275.39	Same	1 **
Walter Toebe Construction Co.	\$ 808,810.67	Same	2
Anlaan Corporation	\$ 853,162.17	Same	3
Dan's Excavating, Inc.	\$ 959,711.93	Same	4
Angelo Iafrate Construction Company	\$ 977,828.79	Same	5
E. C. Korneffel Co.			
Midwest Bridge Company			
C. A. Hull Co., Inc.			
Davis Construction, 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.

Purpose/Business Case: This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

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

Funding Source:

59770A

Villagn of New Haven

6.79 %

State Restricted Trunkline Funds

93.21 %

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: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will 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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48048.

23. LETTING OF MAY 04, 2007
 PROPOSAL 0705008
 PROJECT MCS 81014-89223
 LOCAL AGRMT. 07-5102
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 19, 2007

ENG. EST.
 \$ 1,253,301.50

LOW BID
 \$ 1,086,634.23

% OVER/UNDER EST.
 -13.30 %

Remove existing structure and construct a prestressed concrete I-beam bridge and related approach work on Parker Road over Mill Creek, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
E.T. MacKenzie Company	\$ 1,086,634.23	Same	1 **
Jackson Contracting	\$ 1,146,908.19	Same	2
Walter Toebe Construction Co.	\$ 1,159,025.18	Same	3
Anlaan Corporation	\$ 1,170,360.32	Same	4
Midwest Bridge Company	\$ 1,247,096.39	Same	5
C. A. Hull Co., Inc.	\$ 1,276,707.83	Same	6
Dan's Excavating, Inc.	\$ 1,307,934.78	Same	7
E. C. Korneffel Co.			
J.E. Kloote Contracting, Inc.			
Angelo Iafrate Construction Company			
Posen Construction, Inc.			
Davis Construction, Inc.			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			

7 Bidders

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

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to 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 or rehabilitation of a bridge on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

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

Funding Source:

89223A	
Washtenaw County	5.01 %
Federal Highway Administration Funds	79.99 %
State Restricted Trunkline Funds	15.00 %

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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

83308A

Federal Highway Administration Funds	81.85 %
City of Jackson	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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49203.

25. LETTING OF MAY 04, 2007
 PROPOSAL 0705010
 PROJECT STH 34609-87640
 LOCAL AGRMT. 07-5148
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.
 \$ 291,985.88

LOW BID
 \$ 288,551.56

% OVER/UNDER EST.
 -1.18 %

0.72 mi of crushing and shaping, super-elevation modification, hot mix asphalt resurfacing, drainage improvements, clearing, and permanent pavement marking upgrades on Borden Road from Judevine Road to Westbrook Road, Ionia County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 288,551.56	Same	1 **
D.J. McQuestion & Sons, Inc.	\$ 296,430.16	Same	2
Rieth-Riley Construction Co., Inc.	\$ 315,139.89	Same	3
C & D Hughes, Inc.	\$ 335,779.66	Same	4
Aggregate Industries-Central Region	\$ 361,839.00	Same	5

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 eliminating and/or abating a safety hazard or hazards on a portion of highway on the federal-aid highway system, under local jurisdiction. Projects of this nature are defined as "Highway Safety Improvement Projects" reference 23 USC 148. STH funds may not be utilized on roads with a National Functional Classification of Rural Minor Collector or Rural or Urban local. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

87640A	
Ionia County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor. The federal share is 90 percent for highway safety improvement projects carried out with funds apportioned under section 104(b)(5) of Title 23 United States Code (U.S.C.), except as provided for in sections 120 and 130 of Title 23, U.S.C.

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. Depending on the specific circumstances the local unit of government, having jurisdiction over the highway, may be held liable under the Defective Highway Statute.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48870.

26.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705011	\$ 2,564,717.96	\$ 2,462,161.34
	PROJECT MCS 81020-83943, ETC		
	LOCAL AGRMT. 06-5618		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2007		-4.00 %

Remove and replace bridges along with related approach work on Whittaker Road over West Branch Paint Creek, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 2,462,161.34	Same	1 **
E.T. MacKenzie Company	\$ 2,519,727.22	Same	2
Anlaan Corporation	\$ 2,561,196.55	Same	3
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			
Posen Construction, Inc.			
Davis Construction, Inc.			
C. A. Hull Co., Inc.			
Angelo Iafrate Construction Company			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			

3 Bidders

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

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

Purpose/Business Case: This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

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

Funding Source:

83943A

Washtenaw County	5.00 %
State Restricted Trunkline Funds	95.00 %

86462A

Washtenaw County	9.35 %
State Restricted Trunkline Funds	90.65 %

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

Risk Assessment: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will 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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48103.

27. LETTING OF MAY 04, 2007
 PROPOSAL 0705012
 PROJECT STUL 22425-84499
 LOCAL AGRMT. 07-5135
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 30, 2007

	ENG. EST.	LOW BID
	\$ 490,786.50	\$ 409,795.02
		% OVER/UNDER EST.
		-16.50 %

0.81 mi of road rehabilitation including storm sewer, drainage structures, concrete curb and gutter, hot mix asphalt paving and pavement markings on Breitung Avenue from Garfield Street to Doraland Street in the city of Kingsford, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 409,795.02	Same	1 **
Northeast Asphalt, Inc.	\$ 426,163.80	Same	2
Smith Paving, Inc.			

2 Bidders

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

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

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

Purpose/Business Case: This project is for the resurfacing 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

84499A	
Federal Highway Administration Funds	81.85 %
City of Kingsford	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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the

2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49801.

28. LETTING OF MAY 04, 2007
 PROPOSAL 0705013
 PROJECT STU 82457-89959
 LOCAL AGRMT. 07-5129
 START DATE - 10 days after award
 COMPLETION DATE - 64 working days

ENG. EST. LOW BID
 \$ 2,020,332.30 \$ 1,877,018.32

% OVER/UNDER EST.
 -7.09 %

0.99 mi of concrete pavement reconstruction, hot mix asphalt resurfacing, box bridge construction, and pavement markings on Lilley Road from Ford Road (M-153) to Warren Road, Wayne County.

11.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 1,877,018.32	Same	1 **
Angelo Iafrate Construction Company	\$ 1,963,899.70	Same	2
Florence Cement Company	\$ 1,965,755.11	Same	3
Dan's Excavating, Inc.	\$ 1,975,850.35	Same	4
Pamar Enterprises, Inc.	\$ 1,985,823.29	Same	5
C & D Hughes, Inc.	\$ 2,136,832.44	Same	6
Peter A. Basile Sons, Inc.	\$ 2,153,246.53	Same	7
Tony Angelo Cement Construction Co.			
Posen Construction, Inc.			
Ajax Paving Industries, Inc.			
E. C. Korneffel Co.			
Cadillac Asphalt, LLC.			
Walter Toebe Construction Co.			
Abbott Construction, Inc.			
Kelcris Corporation			

7 Bidders

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

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

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

Purpose/Business Case: This project is for the 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 applicable

Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

89959A

Wayne County	19.02 %
Federal Highway Administration Funds	80.98 %

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

Risk Assessment: If 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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48187.

29.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705014	\$ 1,483,605.80	\$ 1,369,104.39
	PROJECT STU 82457-90075		
	LOCAL AGRMT. 07-5125		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 65 working days		-7.72 %

1.20 mi of road resurfacing including cold milling, concrete pavement repair, concrete curb and gutter, sidewalk ramp ADA, drainage structures, hot mix asphalt paving, and pavement markings on Toledo Road from Southfield Road to Outer Drive in the city of Lincoln Park, Wayne County.

11.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 1,369,104.39	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,452,770.46	Same	2
Florence Cement Company	\$ 1,496,110.29	Same	3
Barrett Paving Materials, Inc.	\$ 1,551,264.80	Same	4
Pro-Line Asphalt Paving Corp.			

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 resurfacing 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

90075A

Wayne County	18.96 %
Federal Highway Administration Funds	81.04 %

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48146.

30. LETTING OF MAY 04, 2007
 PROPOSAL 0705015
 PROJECT EDDF 03555-83497, ETC
 LOCAL AGRMT. 07-5075
 START DATE - 10 days after award
 COMPLETION DATE - JULY 31, 2007

ENG. EST.
 \$ 320,136.50

LOW BID
 \$ 348,068.76

% OVER/UNDER EST.
 8.73 %

1.25 mi of cold milling, curb and gutter repair, and hot mix asphalt resurfacing on Allegan Street from the east village limit to the west village limit and traffic and pedestrian signal upgrades on 116th Street at Main Street in the village of Martin, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 348,068.76	Same	1 **
Michigan Paving & Materials Co.	\$ 358,896.34	Same	2
Northern Construction Services, Co.	\$ 374,600.24	Same	3
C & D Hughes, Inc.	\$ 377,223.79	Same	4
Aggregate Industries-Central Region	\$ 396,042.59	Same	5

5 Bidders

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

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

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

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system and is for eliminating and/or abating a safety hazard or hazards on 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration. Projects of this nature are defined as "Highway Safety Improvement Projects" reference 23 USC 148. STH funds may not be utilized on roads with a National Functional Classification of Rural Minor Collector or Rural or Urban local.

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

Funding Source:

83497A		
Federal Highway Administration Funds	40.00 %	
Village of Martin	20.00 %	
State Restricted Trunkline Funds	40.00 %	
87600A		
Federal Highway Administration Funds	80.00 %	

Village of Martin

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. The federal share is 90 percent for highway safety improvement projects carried out with funds apportioned under section 104(b)(5) of Title 23 United States Code (U.S.C.), except as provided for in sections 120 and 130 of Title 23, U.S.C.

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. Depending on the specific circumstances the local unit of government, having jurisdiction over the highway, may be held liable under the Defective Highway Statute.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing and reconstruction.

Selection: Low bid.

Zip Code: 49070.

31.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705016	\$ 269,179.85	\$ 209,146.50
	PROJECT STH 06609-87604		
	LOCAL AGRMT. 07-5099		% OVER/UNDER EST.
	START DATE - SEPTEMBER 04, 2007		
	COMPLETION DATE - OCTOBER 30, 2007		-22.30 %

0.20 mi of hot mix asphalt reconstruction and widening for center left turn lane including pavement removal, storm sewer, aggregate base, curb and gutter, and ADA sidewalk ramps on South Mackinac Street from Michigan Avenue to Luke Street in the city of Au Gres, Arenac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bilacic Trucking, Inc.	\$ 209,146.50	Same	1 **
Porath Contractors, Inc.	\$ 244,397.16	Same	2
John Henry Excavating, Inc.	\$ 248,487.80	Same	3
CRS/Shaw Contracting Co.	\$ 249,920.68	Same	4
Schaaf & Associates Construction	\$ 253,853.46	Same	5
Rohde Brothers Excavating, Inc.	\$ 263,685.00	Same	6
Tri-Valley Landscaping, Inc.	\$ 279,054.83	Same	7
3-S Construction, Inc.	\$ 282,091.38	Same	8
Eastlund Concrete Construction	\$ 283,118.61	Same	9
L.J. Construction, Inc.	\$ 283,572.00	Same	10
Lee Wood Contracting, Inc.			
Pyramid Paving & Contracting Co.			
Champagne and Marx Excavating, Inc.			
Heystek Contracting Inc.			
Bourdow Trucking Company			
Bolen Asphalt Paving, Inc.			
Saginaw Asphalt Paving Company			
Lois Kay Contracting Co.			
Manigg Enterprises, Inc.			

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 eliminating and/or abating a safety hazard or hazards on a portion of highway on the federal-aid highway system, under local jurisdiction. Projects of this nature are defined as "Highway Safety Improvement Projects" reference 23 USC 148. STH funds may not be utilized on roads with a National Functional Classification of Rural Minor Collector or Rural or Urban local. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

87604A

City of Au Gres	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. The federal share is 90 percent for highway safety improvement projects carried out with funds apportioned under section 104(b)(5) of Title 23 United States Code (U.S.C.), except as provided for in sections 120 and 130 of Title 23, U.S.C.

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. Depending on the specific circumstances the local unit of government, having jurisdiction over the highway, may be held liable under the Defective Highway Statute.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48703.

32. LETTING OF MAY 04, 2007
 PROPOSAL 0705017
 PROJECT STUL 11410-89698
 LOCAL AGRMT. 07-5081
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.
 \$ 489,753.25

LOW BID
 \$ 435,377.85

% OVER/UNDER EST.
 -11.10 %

1.13 mi of clearing, hot mix asphalt crushing, shaping, and resurfacing, and drainage improvements on West River Road from US-12 to the Niles city limits, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 435,377.85	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 445,563.45	Same	2

2 Bidders

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

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

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

Purpose/Business Case: This project is for the 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

89698A

Berrien County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49127.

33. LETTING OF MAY 04, 2007
PROPOSAL 0705018
PROJECT STH 47609-87712, ETC
LOCAL AGRMT. 07-5138
START DATE - 10 days after award
COMPLETION DATE - AUGUST 31, 2007

ENG. EST.	LOW BID
\$ 1,865,490.24	\$ 1,886,664.28
% OVER/UNDER EST.	
1.14 %	

1.72 mi of guardrail upgrades at various locations on Old US-23 Highway between M-59 and White Lake Road, and 3.81 mi of earthwork, hot mix asphalt cold in place recycling and hot mix asphalt paving on Old US-23 Highway from south of Crouse Road northerly to Fausett Road, Livingston County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 1,886,664.28	Same	1 **
Cadillac Asphalt, LLC.	\$ 1,894,091.65	Same	2
Barrett Paving Materials, Inc.	\$ 2,010,900.00	Same	3
Angelo Iafrate Construction Company			

3 Bidders

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

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

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

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system and is for eliminating and/or abating a safety hazard or hazards on 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration. Projects of this nature are defined as "Highway Safety Improvement Projects" reference 23 USC 148. STH funds may not be utilized on roads with a National Functional Classification of Rural Minor Collector or Rural or Urban local. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

87712A		
Livingston County		20.00 %
Federal Highway Administration Funds		80.00 %
90206A		
Livingston County		11.00 %
Federal Highway Administration Funds		71.00 %
State Restricted Trunkline Funds		18.00 %

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. The federal share is 90 percent for highway safety improvement projects carried out with funds apportioned under section 104(b)(5) of Title 23 United States Code (U.S.C.), except as provided for in sections 120 and 130 of Title 23, U.S.C.

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. Depending on the specific circumstances the local unit of government, having jurisdiction over the highway, may be held liable under the Defective Highway Statute.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction and Rehabilitation.

Selection: Low bid.

Zip Code: 48430.

34.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705019	\$ 202,060.94	\$ 205,710.19
	PROJECT STL 17042-84391		
	LOCAL AGRMT. 07-5089		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 15, 2007		1.81 %

2.02 mi of crushing and shaping, hot mix asphalt paving, culvert replacement and pavement markings on Scenic Drive from 15 Mile Road to 13 Mile Road, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 205,710.19	Same	1 **
Payne & Dolan, Inc.	\$ 227,074.02	Same	2
Norris Contracting, Inc.	\$ 249,484.58	Same	3
Bacco Construction Company			

3 Bidders

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

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

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

Purpose/Business Case: This project is for the resurfacing and widening of a portion of highway on the federal-aid highway system, under the jurisdiction of a local agency. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

84391A

Chippewa County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49710.

Zip Code: 49781.

36.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705021	\$ 101,184.72	\$ 57,886.80
	PROJECT SLG 13000-78053		
	LOCAL AGRMT. 07-5076		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 15 working days		-42.79 %

60.99 mi of edge line and center line pavement marking on L Drive South, F Drive South and N Drive South in two locations, and on 18 1/2 Mile Road, P Drive South, Division Drive, Moore Road, 12 1/2 Mile Road, 19 1/2 Mile Road, Homer Road and 17 Mile Road, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 57,886.80	Same	1 **
R. S. Contracting, Inc.	\$ 58,853.67	Same	2
Michigan Pavement Markings LLC	\$ 91,734.22	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 county-wide pavement marking on the federal-aid highway system, under jurisdiction of a local agency. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

78053A

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.

Funding Source:

80644A

Federal Highway Administration Funds	81.85 %
City of Gladstone	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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49837.

38.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705024	\$ 131,214.00	\$ 140,968.50
	PROJECT SLG 78999-76631		
	LOCAL AGRMT. 07-5112		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2007		7.43 %

219.00 mi of pavement marking, countywide, St. Joseph County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Pavement Markings LLC	\$ 140,968.50	Same	1 **
R. S. Contracting, Inc.	\$ 143,787.12	Same	2
P.K. Contracting, Inc.	\$ 147,828.02	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 county-wide pavement marking on the federal-aid highway system, under jurisdiction of a local agency. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

76631A

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49093.

39.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705025	\$ 474,985.80	\$ 405,551.75
	PROJECT STU 33400-75542		
	LOCAL AGRMT. 07-5163		% OVER/UNDER EST.
	START DATE - JUNE 11, 2007		
	COMPLETION DATE - AUGUST 03, 2007		-14.62 %

0.33 mi of hot mix asphalt resurfacing with spot concrete curb and gutter, sidewalk, and sewer replacement and watermain reconstruction on South Harrison Road from Michigan Avenue northerly to M-43 in the city of East Lansing, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L & L Construction Co., Inc.	\$ 405,551.75	Same	1 **
Cadwell Brothers Construction	\$ 427,061.59	Same	2
C & D Hughes, Inc.	\$ 436,953.30	Same	3
Hoffman Bros., Inc.	\$ 442,144.81	Same	4
Aggregate Industries-Central Region	\$ 452,296.88	Same	5
Fonson, Inc.	\$ 456,882.80	Same	6
Kamminga & Roodvoets, Inc.	\$ 520,316.12	Same	7
Eastlund Concrete Construction, Inc.			
D & E Excavating Corporation			
Michigan Paving & Materials Co.			
Milbocker and Sons, Inc.			
E.T. MacKenzie Company			

7 Bidders

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

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

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

Purpose/Business Case: This project is for the resurfacing 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

75542A

City of East Lansing	59.55 %
Federal Highway Administration Funds	40.45 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48823.

Funding Source:

86134A		
City of Cadillac		29.33 %
Federal Highway Administration Funds		70.67 %
88360A		
City of Cadillac		8.67 %
Federal Highway Administration Funds		73.06 %
State Restricted Trunkline Funds		18.27 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor. The federal share is 90 percent for highway safety improvement projects carried out with funds apportioned under section 104(b)(5) of Title 23 United States Code (U.S.C.), except as provided for in sections 120 and 130 of Title 23, U.S.C.

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. Depending on the specific circumstances the local unit of government, having jurisdiction over the highway, may be held liable under the Defective Highway Statute.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing and reconstruction.

Selection: Low bid.

Zip Code: 49601.

41.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705027	\$ 629,374.40	\$ 529,673.81
	PROJECT STUL 03414-90226		
	LOCAL AGRMT. 07-5162		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2007		-15.84 %

2.78 mi of hot mix asphalt resurfacing, guardrail replacement and permanent pavement markings on 48th Street from 142nd Avenue northerly to Ottogan Street, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 529,673.81	Same	1 **
Michigan Paving & Materials Co.	\$ 588,086.44	Same	2
Rieth-Riley Construction Co., Inc.	\$ 615,312.00	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 resurfacing 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

90226A

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49423.

42.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705028	\$ 463,348.95	\$ 386,997.65
	PROJECT EDDF 80555-82837		
	LOCAL AGRMT. 07-5154		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2007		-16.48 %

1.83 mi of cold milling, trenching, culverts, hot mix asphalt overlay, and pavement marking on Red Arrow Highway from the Hartford city limit east to County Road 681, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 386,997.65	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 435,678.88	Same	2
Aggregate Industries-Central Region	\$ 468,456.15	Same	3

3 Bidders

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

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

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

Purpose/Business Case: This project is for the reconstruction and widening 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and 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:

82837A

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49057.

43. LETTING OF MAY 04, 2007
 PROPOSAL 0705029
 PROJECT EDDF 73555-86724
 LOCAL AGRMT. 07-5144
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 09, 2007

ENG. EST.
 \$ 1,059,535.00

LOW BID
 \$ 972,579.60

% OVER/UNDER EST.
 -8.21 %

5.05 mi of hot mix asphalt resurfacing, crushing and shaping, and aggregate base on Grabowski Road, Chapin Road, and Townline Road from Merrill Road easterly to Brennan Road, Saginaw County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 972,579.60	Same	1 **
Pyramid Paving & Contracting Co.	\$ 1,028,300.10	Same	2
			2 Bidders

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

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

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

Purpose/Business Case: This project is for the resurfacing and widening 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:

86724A

Saginaw County	15.00 %
Federal Highway Administration Funds	58.00 %
State Restricted Trunkline Funds	27.00 %

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 will have to be returned to the federal government for use in another federal-aid project, possibly not in 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

88372A

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49331.

45.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705031	\$ 872,385.50	\$ 888,423.60
	PROJECT HPSL 74012-89315, ETC		
	LOCAL AGRMT. 07-5116		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 14, 2007		1.84 %

Remove and replace bridges along with related approach work on Todd Road at Black Creek Drain and on Galbraith Line Road at Black Creek Drain, Sanilac County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 888,423.60	Same	1 **
S.L. & H. Contractors, Inc.	\$ 897,686.45	Same	2
McDowell Construction , L.L.C.			
Fisher Contracting Company			
J. Slagter & Son Construction Co.			
Posen Construction, Inc.			
Heystek Contracting Inc.			
Davis Construction, Inc.			
Walter Toebe Construction Co.			
Milbocker and Sons, Inc.			
J.E. Kloote Contracting, Inc.			
Jackson Contracting			

2 Bidders

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

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

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

Purpose/Business Case: This project is for the replacement or rehabilitation of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

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

Funding Source:

89315A

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

89316A

Federal Highway Administration Funds	69.34 %
State Restricted Trunkline Funds	30.66 %

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: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will 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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48097.

46. LETTING OF MAY 04, 2007
 PROPOSAL 0705032
 PROJECT STUL 29433-89546
 LOCAL AGRMT. 07-5164
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.
 \$ 381,419.00

LOW BID
 \$ 309,385.23

% OVER/UNDER EST.
 -18.89 %

0.30 mi of hot mix asphalt pavement reconstruction, drainage improvements and watermain placement on Olive Street from Hebron Street easterly to Corinth Avenue in the city of St. Louis, Gratiot County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
D & E Excavating Corporation	\$ 309,385.23	Same	1 **
C & D Hughes, Inc.	\$ 328,058.41	Same	2
Geiersbach Construction, Inc.	\$ 334,890.55	Same	3
Youngstrom Contracting, Inc.	\$ 335,000.00	Same	4
Eastlund Concrete Construction	\$ 338,027.22	Same	5
McGuirk Sand & Gravel, Inc.	\$ 339,354.39	Same	6
Wonsey Tree Service, Inc.	\$ 342,102.66	Same	7
Wooten Contracting Co.	\$ 343,343.23	Same	8
Crawford Contracting, Inc.	\$ 351,538.82	Same	9
Malley Transport, LLC	\$ 355,317.68	Same	10
Novak Nurseries, Inc.	\$ 360,985.53	Same	11
Central Michigan Contracting, Inc.	\$ 368,841.13	Same	12
Cadwell Brothers Construction	\$ 369,781.05	Same	13
3-S Construction, Inc.	\$ 383,927.10	Same	14
Tri-Valley Landscaping, Inc.	\$ 386,707.99	Same	15
Champagne and Marx Excavating, Inc.	\$ 395,823.02	Same	16
Rohde Brothers Excavating, Inc.			
M & M Excavating Co., Inc.			
Fisher Contracting Company			
L.J. Construction, Inc.			
Milbocker and Sons, Inc.			
Central Asphalt, Inc.			

16 Bidders

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

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

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

Purpose/Business Case: This project is for the reconstruction and widening 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and 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:

89546A

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48880.

47. LETTING OF MAY 04, 2007
 PROPOSAL 0705033
 PROJECT STL 29029-82649
 LOCAL AGRMT. 07-5153
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 15, 2007

ENG. EST. \$ 1,036,248.50
 LOW BID \$ 965,650.61
 % OVER/UNDER EST. -6.81 %

3.85 mi of hot mix asphalt resurfacing, crushing and shaping, and guardrail upgrade on Riverside Drive from McGregor Road northeasterly to North County Line Road, Gratiot County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 965,650.61	Same	1 **
Central Asphalt, Inc.	\$ 993,395.39	Same	2
Wooten Contracting Co.	\$ 1,009,097.27	Same	3
Nashville Construction Company	\$ 1,070,107.58	Same	4
Tri-Valley Landscaping, Inc.	\$ 1,091,688.10	Same	5
Champagne and Marx Excavating, Inc.	\$ 1,166,414.30	Same	6
Cadwell Brothers Construction	\$ 1,176,439.60	Same	7
C & D Hughes, Inc.	\$ 1,273,542.39	Same	8
L & L Construction Co., Inc.			
Michigan Paving & Materials Co.			
Rohde Brothers Excavating, Inc.			
Crawford Contracting, Inc.			
M & M Excavating Co., Inc.			
Milbocker and Sons, Inc.			
Fisher Contracting Company			
3-S Construction, Inc.			
McGuirk Sand & Gravel, Inc.			

8 Bidders

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

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

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

Purpose/Business Case: This project is for the reconstruction and widening of a portion of highway 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and 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:

82649A
 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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road Resurfacing.

Selection: Low bid.

Zip Code: 48880.

48. LETTING OF MAY 04, 2007
 PROPOSAL 0705034
 PROJECT EDDF 04555-54515
 LOCAL AGRMT. 07-5151
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

	ENG. EST.			LOW BID
	\$ 1,119,836.35	\$	\$	933,319.87
				% OVER/UNDER EST.
				-16.66 %

2.91 mi of hot mix asphalt road reconstruction, earthwork, subbase, aggregate base, and slope restoration on Lacombe Road from Schrader Road easterly to French Road, Alpena County.

8.00 % DBE participation required

	BIDDER	AS-SUBMITTED		AS-CHECKED
Cordes Excavating, Inc.	\$ 933,319.87	Same	1	**
Bolen Asphalt Paving, Inc.	\$ 946,501.66	Same	2	
M & M Excavating Co., Inc.	\$ 1,208,195.52	Same	3	
D.J. McQuestion & Sons, Inc.	\$ 1,232,236.72	Same	4	
Glencorp, Inc.	\$ 1,243,650.15	Same	5	
Champagne and Marx Excavating, Inc.	\$ 1,467,061.42	Same	6	
Manigg Enterprises, Inc.				
Pyramid Paving & Contracting Co.				
Rieth-Riley Construction Co., Inc.				
L.A. Construction Corporation				

6 Bidders

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

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

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

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

54515A

Alpena County	21.00 %
Federal Highway Administration Funds	48.00 %
State Restricted Trunkline Funds	31.00 %

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49707.

49.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705035	\$ 307,407.40	\$ 295,126.84
	PROJECT STUL 70414-90106		
	LOCAL AGRMT. 07-5127		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 27, 2007		-3.99 %

1.03 mi of hot mix asphalt cold milling, resurfacing and pavement markings on Fairview Road from Main Street to Riley Street in the city of Zeeland, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 295,126.84	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 318,148.84	Same	2
Michigan Paving & Materials Co.	\$ 371,437.29	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 resurfacing 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

90106A

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49464.

50. LETTING OF MAY 04, 2007
 PROPOSAL 0705036
 PROJECT STH 28609-80587
 LOCAL AGRMT. 07-5126
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.
 \$ 299,247.50

LOW BID
 \$ 292,010.30

% OVER/UNDER EST.
 -2.42 %

0.05 mi of intersection reconstruction and traffic signal installation on South Airport Road at Racquet Club Drive, Grand Traverse County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J R Howell Airport Lighting LLC	\$ 292,010.30	Same	1 **
Windemuller Electric, Inc.	\$ 299,409.98	Same	2
J. Ranck Electric, Inc.	\$ 329,379.58	Same	3
Strain Electric Company			
Severance Electric Co., Inc.			
Trans Tech Electric, L.P.			
Nationwide Fence & Supply Company			
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			

3 Bidders

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

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

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

Purpose/Business Case: This project is for eliminating and/or abating a safety hazard or hazards on a portion of highway on the federal-aid highway system, under local jurisdiction. Projects of this nature are defined as "Highway Safety Improvement Projects" reference 23 USC 148. STH funds may not be utilized on roads with a National Functional Classification of Rural Minor Collector or Rural or Urban local. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

80587A	
Grand Traverse 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. The federal share is 90 percent for highway safety improvement projects carried out with funds apportioned under section 104(b)(5) of Title 23 United States Code (U.S.C.), except as provided for in sections 120 and 130 of Title 23, U.S.C.

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. Depending on the specific circumstances the local unit of government, having jurisdiction over the highway, may be held liable under the Defective Highway Statute.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49686.

51.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705037	\$ 2,135,979.50	\$ 2,166,544.95
	PROJECT STU 41401-88918		
	LOCAL AGRMT. 07-5122		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2008		1.43 %

0.28 mi of road reconstruction including concrete curb and gutter, storm sewer, drainage structures, sanitary sewer, watermain, hot mix asphalt paving, street lighting, traffic signals, pavement markings, and landscaping on Cherry Street from Jefferson Street to Prospect Street in the city of Grand Rapids, Kent County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 2,166,544.95	Same	1 **
Nagel Construction, Inc.	\$ 2,170,295.55	Same	2
Georgetown Construction Company	\$ 2,177,460.20	Same	3
Kentwood Excavating, Inc.	\$ 2,211,454.50	Same	4
Diversco Construction Company Inc.	\$ 2,276,822.80	Same	5
Dykema Excavators, Inc.	\$ 2,392,354.45	Same	6
Wyoming Excavators, Inc.	\$ 2,425,170.20	Same	7
Velting Contractors, Inc.	\$ 2,650,795.56	Same	8
Bultema Brothers Road Contractors			
Milbocker and Sons, Inc.			

8 Bidders

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

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

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

Purpose/Business Case: This project is for the reconstruction 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

88918A

Federal Highway Administration Funds	44.32 %
City of Grand Rapids	55.68 %

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49503.

52. LETTING OF MAY 04, 2007
 PROPOSAL 0705038
 PROJECT EDDF 06555-82664
 LOCAL AGRMT. 07-5152
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2007

ENG. EST. LOW BID
 \$ 1,452,934.20 \$ 1,262,009.72
 % OVER/UNDER EST.
 -13.14 %

0.67 mi of hot mix asphalt road reconstruction, storm sewer, traffic signal, and streetscape work on Cedar Street from US-23 easterly to East City Limits Road in the city of Standish, Arenac County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bilacic Trucking/Hunt Bros. Concrete	\$ 1,262,009.72	Same	1
**			
Rohde Brothers Excavating, Inc.	\$ 1,383,063.00	Same	2
M & M Excavating Co., Inc.	\$ 1,408,186.57	Same	3
Katterman Trucking, Inc.	\$ 1,452,587.88	Same	4
Porath Contractors, Inc.	\$ 1,462,384.79	Same	5
Tri-Valley Landscaping, Inc.	\$ 1,488,512.80	Same	6
L.J. Construction, Inc.	\$ 1,500,856.65	Same	7
Champagne and Marx Excavating, Inc.	\$ 1,544,442.32	Same	8
Zito Construction Co.	\$ 1,595,263.89	Same	9
CRS/Shaw Contracting Co.	\$ 1,621,199.71	Same	10
Eastlund Concrete Construction	\$ 1,656,479.16	Same	11
3-S Construction, Inc.	\$ 1,666,772.08	Same	12
Lee Wood Contracting, Inc.	\$ 1,677,074.24	Same	13
John Henry Excavating, Inc.	\$ 1,696,057.25	Same	14
Warren Contractors & Development	\$ 1,772,088.11	Same	15
A. J. Rehmus & Son, Inc.			
Saginaw Asphalt Paving Company			
Bolen Asphalt Paving, Inc.			
Bourdow Trucking Company			
Michigan Paving & Materials Co.			
Fisher Contracting Company			
Pyramid Paving & Contracting Co.			
Wooten Contracting Co.			
Cordes Excavating, Inc.			

15 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

82664A

Federal Highway Administration Funds	26.22 %
City of Standish	62.30 %
State Restricted Economic Development Funds	11.48 %

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

Risk Assessment: If this project is not awarded state funding could be utilized elsewhere thereby negating the previously stated benefits. If this project is not awarded the Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), in conjunction with the Michigan Department of Transportation Office of Economic Development, may decide to table the work until a future fiscal year and appropriate federal funds. Subsequently, under this scenario, other jobs could lose precedence on the Transportation Improvement Program.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48658.

53. LETTING OF MAY 04, 2007
 PROPOSAL 0705039
 PROJECT EDA 70522-86534
 LOCAL AGRMT. 07-5136
 START DATE - JUNE 09, 2007
 COMPLETION DATE - SEPTEMBER 28, 2007

ENG. EST.
 \$ 443,436.25

LOW BID
 \$ 437,430.00

% OVER/UNDER EST.
 -1.35 %

0.30 mi of road reconstruction including earthwork, storm sewer, concrete curb and gutter, hot mix asphalt paving and pavement markings on Roost Avenue from Lakewood Boulevard west of Roost Avenue to east of Roost Avenue and from Lakewood Boulevard to east of Scotts Drive, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Triangle Excavators, Inc.	\$ 437,430.00	Same	1 **
Diversco Construction Company Inc.	\$ 442,281.17	Same	2
Schippers Excavating, Inc.	\$ 452,781.57	Same	3
Nashville Construction Company	\$ 468,028.48	Same	4
Dykema Excavators, Inc.	\$ 470,163.00	Same	5
Milbocker and Sons, Inc.	\$ 474,102.52	Same	6
Wadel Stabilization, Inc.	\$ 498,763.67	Same	7
Kamminga & Roodvoets, Inc.	\$ 506,887.47	Same	8
Brenner Excavating, Inc.			
C & D Hughes, Inc.			
Thompson Brothers, Inc.			

8 Bidders

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

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

Purpose/Business Case The project is for improving the network of highway services essential to economic competitiveness. This project was selected by the Office of Economic Development and Enhancement as defined in current legislation.

Benefit By awarding this project, the economic development and/or re-development of this particular geographic area is enhanced by helping support private initiatives that create or retain jobs. The improvement further provides for increased economic benefit and preserves the quality of life for the people of Michigan.

86534A

Ottawa County 33.00 %
 State Restricted Trunkline Funds 67.00 %

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.

City of Rose City

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48654.

55.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705041	\$ 271,979.75	\$ 246,919.21
	PROJECT STUL 61407-84358		
	LOCAL AGRMT. 07-5131		% OVER/UNDER EST.
	START DATE - AUGUST 01, 2007		
	COMPLETION DATE - OCTOBER 01, 2007		-9.21 %

0.34 mi of road reconstruction including pavement removal, storm sewer, drainage structures, hot mix asphalt paving and pavement markings on Creston Street from Laketon Avenue to Evanston Avenue in the city of Muskegon, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
McCormick Sand, Inc.	\$ 246,919.21	Same	1 **
Milbocker and Sons, Inc.	\$ 259,575.89	Same	2
Weick Bros., Inc.	\$ 260,544.52	Same	3
Brenner Excavating, Inc.	\$ 263,219.42	Same	4
C & D Hughes, Inc.	\$ 264,028.48	Same	5
Kamminga & Roodvoets, Inc.	\$ 264,210.18	Same	6
Wadel Stabilization, Inc.	\$ 276,558.95	Same	7
Thompson Brothers, Inc.	\$ 293,502.97	Same	8
Diversco Construction Company Inc.	\$ 293,556.81	Same	9
D.J. McQuestion & Sons, Inc.	\$ 297,437.67	Same	10
Schippers Excavating, Inc.			
Hallack Contracting, Inc.			
Michigan Paving & Materials Co.			

10 Bidders

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

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

impact these necessary components of Michigan's economy, as well as to the traveling public.

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

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

84358A

Federal Highway Administration Funds	81.85 %
City of Muskegon	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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49441.

56.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705042	\$ 424,754.22	\$ 431,579.79
	PROJECT MCS 27007-86396		
	LOCAL AGRMT. 07-5113		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 21, 2007		1.61 %

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

BIDDER	AS-SUBMITTED	AS-CHECKED	
Yalmer Mattila Contracting, Inc.	\$ 431,579.79	Same	1 **
Hebert Construction Company	\$ 437,143.88	Same	2
A. Lindberg & Sons, Inc.			
Zenith Tech, Inc.			
Bacco Construction Company			
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 on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the locally owned 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: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will 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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49947.

57. LETTING OF MAY 04, 2007
 PROPOSAL 0705043
 PROJECT STUL 61407-84368
 LOCAL AGRMT. 07-5108
 START DATE - 10 days after award
 COMPLETION DATE - 11 working days

ENG. EST.
 \$ 268,989.80

LOW BID
 \$ 268,365.32

% OVER/UNDER EST.
 -0.23 %

1.20 mi of road reconstruction including crushing and shaping, hot mix asphalt paving and surfacing, shoulder and approach work, drainage structure adjustments, and pavement markings on Russell Road from Giles Road to River Road, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 268,365.32	Same	1 **
Michigan Paving & Materials Co.	\$ 270,189.92	Same	2
Rieth-Riley Construction Co., Inc.	\$ 275,403.84	Same	3
C & D Hughes, Inc.	\$ 289,613.84	Same	4
Omans Contracting, Inc.	\$ 340,982.84	Same	5
D.J. McQuestion & Sons, 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 the reconstruction and widening 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and 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:

84368A

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.

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). Applications must meet and are ranked by MDOT based on certain criteria due to fund limitations. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users contains broad based guidance for interested entities. Prior to proceeding with award concurrence from the FHWA is required.

Benefit: By awarding this project, intermodal transportation systems are further developed. Transportation enhancement projects also foster the growing environmental awareness present in 21st century America.

Funding Source:

89320A

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: Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 48038.

59. LETTING OF MAY 04, 2007
 PROPOSAL 0705048
 PROJECT STL 70063-83686
 LOCAL AGRMT. 07-5145
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2007

ENG. EST.
 \$ 1,288,523.05

LOW BID
 \$ 1,321,188.85

% OVER/UNDER EST.
 2.54 %

0.04 mi of intersection reconstruction, hot mix asphalt paving, concrete paving, storm sewer, and street lights at the Randall Street and 68th Avenue intersection, Ottawa County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nashville Construction Company	\$ 1,321,188.85	Same	1 **
Schippers Excavating, Inc.	\$ 1,335,507.24	Same	2
Milbocker and Sons, Inc.	\$ 1,356,006.50	Same	3
C & D Hughes, Inc.	\$ 1,396,667.20	Same	4
Diversco Construction Company Inc.	\$ 1,396,890.75	Same	5
Dykema Excavators, Inc.	\$ 1,510,050.25	\$ 1,509,960.25	6
Kamminga & Roodvoets, Inc.	\$ 1,522,577.79	Same	7
Wadel Stabilization, Inc.			
Brenner Excavating, Inc.			
Nagel Construction, Inc.			
Kelcris Corporation			

7 Bidders

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

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

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

Purpose/Business Case: This project is for the 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

83686A	
Ottawa County	37.39 %
Federal Highway Administration Funds	62.61 %

Funding Source:

89149A

Mackinac County 20.27 %
Federal Highway Administration Funds 79.73 %

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: Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 49757.

61.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705050	\$ 1,316,576.00	\$ 1,043,994.25
	PROJECT STUL 52418-84420		
	LOCAL AGRMT. 07-5134		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 28, 2007		-20.70 %

0.33 mi of earthwork, hot mix asphalt, concrete curb and gutter, sanitary sewer, watermain, and storm sewer improvements on Fourth Street from Prospect Street northerly to College Avenue in the city of Marquette, Marquette County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Oberstar, Inc.	\$ 1,043,994.25	Same	1 **
Smith Paving, Inc.	\$ 1,170,595.40	Same	2
Associated Constructors, LLC	\$ 1,175,844.80	Same	3
A. Lindberg & Sons, Inc.			
M & M Excavating Co., Inc.			
Hebert Construction Company			
Barley Trucking & Excavating, Inc.			
Bacco Construction Company			

3 Bidders

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

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

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

Purpose/Business Case: This project is for the 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

84420A

Federal Highway Administration Funds	52.99 %
City of Marquette	47.01 %

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49855.

Funding Source:

90137A

Federal Highway Administration Funds	65.11 %
City of Muskegon	18.61 %
State Restricted Trunkline Funds	16.28 %

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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49441.

63.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705056	\$ 2,175,559.50	\$ 1,866,969.72
	PROJECT HPSL 17419-79316, ETC		
	LOCAL AGRMT. 07-5178		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2007		-14.18 %

0.97 mi of hot mix asphalt road reconstruction including storm sewer, sanitary sewer, and watermain construction on West Portage Avenue from West Easterday Avenue to Peck Street in the city of Sault Ste. Marie, Chippewa County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
M & M Excavating Co., Inc.	\$ 1,866,969.72	Same	1 **
Norris Contracting, Inc.	\$ 1,892,604.19	Same	2
Bacco Construction Company	\$ 1,898,642.61	Same	3
Payne & Dolan, Inc.	\$ 1,925,251.31	Same	4
L.J. Construction, Inc.	\$ 2,115,527.75	Same	5
Cordes Excavating, Inc.	\$ 2,194,542.56	Same	6
Rieth-Riley Construction Co., Inc.	\$ 2,317,732.77	Same	7
A. Lindberg & Sons, Inc.			
Manigg Enterprises, Inc.			
Nagel Construction, Inc.			
Oberstar, Inc.			

7 Bidders

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

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

79316A	
Federal Highway Administration Funds	73.61 %
City of Sault Ste Marie	26.39 %
90235A	
City of Sault Ste Marie	20.00 %
State Restricted Trunkline Funds	80.00 %
90277A	
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 thereby negating the previously stated benefits. The Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), in conjunction with the Michigan Department of Transportation Office of Economic Development, may decide to table the work until a future fiscal year and appropriate federal funds. Subsequently, under this scenario, other jobs could lose precedence on the Transportation Improvement Program.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49783.

64. LETTING OF MAY 04, 2007
 PROPOSAL 0705057 \$ ENG. EST. LOW BID
 PROJECT EDDF 70555-83687, ETC \$ 932,193.00 \$ 827,823.71
 LOCAL AGRMT. 07-5142 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 20, 2007 -11.20 %

6.00 mi of hot mix asphalt resurfacing and aggregate shoulders on 72nd Avenue from Port Sheldon Street northerly to Fillmore Street and on Bauer Road from 72nd Avenue easterly to 56th Avenue, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 827,823.71	Same	1 **
Michigan Paving & Materials Co.	\$ 830,467.91	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,000,164.59	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 resurfacing 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

83687A	
Ottawa County	39.00 %
Federal Highway Administration Funds	37.00 %
State Restricted Trunkline Funds	24.00 %
83688A	
Ottawa County	23.00 %
Federal Highway Administration Funds	62.00 %
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 this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Purpose/Business Case: This project is for the resurfacing 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

83496A

Federal Highway Administration Funds	47.00 %
State Restricted Trunkline Funds	53.00 %

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

Risk Assessment: If this project is not awarded, the 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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49010.

66.	LETTING OF MAY 04, 2007	ENG. EST.	LOW BID
	PROPOSAL 0705059	\$ 993,060.56	\$ 930,346.56
	PROJECT EDDF 10012-35549, ETC		
	LOCAL AGRMT. 07-5159		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2007		-6.32 %

5.23 mi of hot mix asphalt resurfacing, pavement markings, trenching, aggregate base and hot mix asphalt shoulder paving on Platte Road from M-22 east to US-31, Benzie County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 930,346.56	Same	1 **
D.J. McQuestion & Sons, Inc.	\$ 974,740.76	Same	2
Rieth-Riley Construction Co., Inc.	\$ 989,789.00	Same	3
CJ's Excavating Septic Service			
M & M Excavating Co., Inc.			

3 Bidders

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

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

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

Purpose/Business Case: This project is for the resurfacing 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

35549A

Benzie County	14.00 %
Federal Highway Administration Funds	62.00 %
State Restricted Trunkline Funds	24.00 %

88910A

Benzie County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49616.

67. LETTING OF MAY 04, 2007
 PROPOSAL 0705060
 PROJECT EDDF 39555-82835
 LOCAL AGRMT. 07-5175
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST. LOW BID
 \$ 1,370,439.50 \$ 1,231,584.00

% OVER/UNDER EST.
 -10.13 %

2.10 mi of hot mix asphalt crushing, shaping, and resurfacing, reconstruction and realignment, earthwork, tree removal, drainage improvements, and pavement markings on 38th Street from east of 37th Street north to 39th Street, Kalamazoo County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 1,231,584.00	Same	1 **
Michigan Paving & Materials Co.	\$ 1,239,349.05	Same	2
Robert Bailey Contractors, Inc.	\$ 1,285,415.40	Same	3
Brenner Excavating, Inc.	\$ 1,351,167.55	Same	4
Peters Construction Co.	\$ 1,566,666.66	Same	5
Aggregate Industries-Central Region			

5 Bidders

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

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

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

Purpose/Business Case: This project is for the 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

82835A	
Federal Highway Administration Funds	74.00 %
State Restricted Trunkline Funds	26.00 %

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.

State Restricted Trunkline Funds

94.14 %

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: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will 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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49337.

69. LETTING OF MAY 04, 2007
 PROPOSAL 0705071
 PROJECT STUL 70407-84366, ETC
 LOCAL AGRMT. 07-5132
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2007

	ENG. EST.	LOW BID
	\$ 1,906,535.00	\$ 1,729,787.65
		% OVER/UNDER EST.
		-9.27 %

1.00 mi of earthwork, drainage work, and hot mix asphalt paving on Mercury Drive from north of Groesbeck Street easterly to east of 144th Avenue and bridge replacement on Mercury Drive at Millhouse Bayou, Ottawa County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 1,729,787.65	Same	1 **
Davis Construction, Inc.	\$ 1,802,432.63	Same	2
L.W. Lamb, Inc.	\$ 1,853,458.71	Same	3
Kamminga & Roodvoets, Inc.	\$ 1,873,021.47	Same	4
J.E. Kloote Contracting, Inc.	\$ 1,928,531.29	Same	5
Anlaan Corporation	\$ 1,968,729.39	Same	6
Nashville Construction Company	\$ 1,978,111.04	Same	7
Wadel Stabilization, Inc.			
Hardman Construction, Inc.			
Midwest Bridge Company			
C. A. Hull Co., Inc.			
Walter Toebe Construction Co.			
Diversco Construction Company Inc.			

7 Bidders

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

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

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

Purpose/Business Case: This project is for the reconstruction and widening of a portion of highway on the federal-aid highway system and for the replacement or rehabilitation of a bridge 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 applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and through the local bridge selection process as defined in current legislation. It 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:

84366A

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

86301A

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: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will 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 negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49417.

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

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

Respectfully submitted,

Kirk T. Steudle
Director