

Lansing, Michigan

June 19, 2007

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, June 19, 2007, at 11:00 a.m.

Present: Brandon Hofmeister, Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Kristie Profit, Policy Advisor, representing John Cherry, Lt. Governor
Deborah Devine, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Joe Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Jean Shane, Special Assistant, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

Joel Storchan, Department of Information Technology; James Burris, Elise Lancaster, Janet Rouse, Department of Management and Budget; Pam Lavender, Department of Transportation; Mike Brewer

1. CALL TO ORDER:

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

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

Mr. Pavona moved to approve the minutes of the regular meeting held on June 5, 2007. The motion was supported by Mr. Hank and unanimously adopted.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

NONE

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

APPROVED

June 19, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **June 12, 2007** Those present being:

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

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Kristi Broessel, Department of Community Health; Joel Storchan,
Department of Information Technology; Sherry Bond, Elise
Lancaster, Janet Rouse, Department of Management and Budget;
Rick Dolan, Department of Transportation

The Finance and Claims Committee regular agenda was presented.

Following discussion, Ms. Lopez moved that the regular agenda be recommended to the State Administrative Board for approval with the agenda writeup corrected for Items 3(7) and 3(8) of the regular agenda to show that the additional funds are federal funds; the agenda corrected for Item 25 of the regular agenda to show that this item is for the Department of State; the agenda corrected for Item 12(2) of the regular agenda so the amount is now not to exceed \$300,000.00; and Item 12(2) of the regular agenda contingent upon a new bid tab being provided before the State Administrative Board on June 19, 2007. The motion was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

FINANCE AND CLAIMS COMMITTEE

June 12, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

June 19, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF AGRICULTURE

1) Michigan Public Health Institute Center for Healthcare Okemos, MI	Not to Exceed \$ 43,735.00 Total FY07-08 100% Federal Funds 971N7200705 Services to Evaluate Effectiveness of Emergency Action Plans for Retail Food
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2. DEPARTMENT OF CIVIL SERVICE

1) Ergometrics Lynnwood, WA	\$ 50,000.00 Total FY07 70% Restricted Funds 30% General Funds Update and revise the current Correction Officers copyrighted testing instrument
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3. DEPARTMENT OF COMMUNITY HEALTH

1) Children's Hospital of Michigan Detroit, MI	\$ 107,000.00 Amendment \$ 1,228,137.00 New Total FY07 100% State Restricted From Newborn Screening Fees Additional funds for one-year grant to provide funding for diagnosis and medical management of newborns referred by the MDCH newborn screening program
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3. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | | |
|----|---|---|---|
| 2) | Community AIDS Resource and
Education Services
Kalamazoo, MI | \$ 38,931.00 Amendment
\$ 156,032.00 New Total
FY07 100% Federal Funds | Additional funds for one-year
grant to provide funding for
permanent housing and
supportive services to persons
who are homeless and have a
disability |
| 3) | Various Vendors
Local Health Departments
(Listing on File) | \$ 805,408.00 Amendment
\$110,513,367.00 New Total
FY07 74% Federal Funds
23% State GF
3% State Restricted Funds | Additional federal funds for
one-year grant agreement that
will set forth a joint
cooperative effort facilitating
the delivery of health services
to citizens of the state |
| 4) | DYNS Services, Inc.
Holt, MI | \$ 61,234.00 Amendment
\$ 181,234.00 New Total
FY07 100% Federal Funds | Additional funds for one-year
grant to provide funding for
the deployment of a Homeless
Management Information System |
| 5) | Michigan Association of
Community Mental Health
Boards
Lansing, MI | \$ 25,000.00 Amendment
\$ 377,000.00 New Total
FY07 66.05% Federal Funds
32.63% Fees 1.33% Other | Additional federal funds for
one-year grant agreement to
administer the Statewide
Substance Abuse Training
Program |

3. DEPARTMENT OF COMMUNITY HEALTH continued

- 6) The Senior Alliance, Inc. \$ 229,253.00 Amendment
Wayne, MI \$ 2,648,880.00 New Total
FY07 56.6% Federal Funds
39.6% State GF 3.8% Local
Additional federal funds for
one-year grant to provide
funding for the MI Choice Home
and Community Based Services
for the Elderly and Disabled
Waiver Program
- 7) Detroit Area Agency on Aging \$ 229,253.00 Amendment
Detroit, MI \$ 10,884,347.00 New Total
FY07 56.59% Federal Funds
42.50% State GF
.91% Local Funds
Additional federal funds for
one-year grant to provide
funding for the MI Choice Home
and Community Based Services
for the Elderly and Disabled
Waiver Program
- 8) Michigan Public Health \$ 666,596.00 Amendment
Institute \$ 23,604,060.00 New Total
Okemos, MI **FY07** 74.36% Federal Funds
11.34% State GF
12.49% State Restricted
1.11% Fees and Other
0.70% Local
Additional federal funds for
one-year grant to provide
funding for various Community
Health projects

4. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Various \$ 2,450,000.00 Total
(Listing on file) **FY06** 100% Restricted Funds
To reimburse owners for cleanup
actions taken at sites of
contamination caused by leaking
underground storage tanks

5. DEPARTMENT OF HUMAN SERVICES

1. Nancy E. Honeycutt
Owosso, MI
\$ 6,000.00 Amendment
\$ 30,000.00 New Total
FY07 100% Federal Funds
Additional monies due to
increase in demand for Parent
Aide services

2. The Guidance Center
Southgate, MI
\$ 672,000.00 Total
FY07-10 100% Federal Funds
Three-year/three month contract
to provide services to
strengthen the family with the
goal of stabilizing placements

3. Judson Center
Royal Oak, MI
\$ 576,267.85 Total
FY07-10 100% Federal Funds
Three-year/three month contract
to provide services to
strengthen the family with the
goal of stabilizing placements

4. Capital Region Community
Community Foundation
Lansing, MI
\$ 50,000.00 Total
FY07-08 100% Federal Funds
Ten-month grant for Learn and
Serve Program

5. Secure Care, Inc.
Ann Arbor, MI
\$ 210,924.00 Total
FY07-09 50% GF
50% County Chargeback
Two-year, four-month contract
to provide psychiatric nursing
services at W.J. Maxey

6. Power, Inc.
Ann Arbor, MI
\$ 203,253.28 Total
FY07-09 71% General Funds
29% Federal Funds
Two-year, three-month contract
to provide wraparound services

6. DEPARTMENT OF NATURAL RESOURCES

- 1) left blank intentionally

- 2) Various \$ 273,950.00 Total
(Listing on file) **FY07-09** 100% Federal Funds
Grants to local units of
government for the construction
of outdoor recreation
facilities

7. DEPARTMENT OF STATE POLICE

- 1) Western Michigan University \$ 170,000.00 Amendment
Department of Public Safety \$ 244,916.00 New Total
Kalamazoo, MI **FY07** 100% Federal Funds
Additional funds to purchase
equipment to be used by law
enforcement in the Kalamazoo
area for visible nighttime
impaired driving enforcement

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

8. DEPARTMENT OF COMMUNITY HEALTH/DEPARTMENT OF CORRECTIONS

- 1) MHM Correctional Services. \$ 4,000,000.00 (3 years)
Inc. **FY07-10** 100% General Funds
Vienna, VA 71B7200278 Temporary
Psychiatric Services

- 2) Staff Care, Inc. \$ 4,000,000.00 (3 years)
Irving, TX **FY07-10** 100% General Funds
071B7200264 Temporary
Psychiatric Services

9. DEPARTMENT OF INFORMATION TECHNOLOGY

1) left blank intentionally

Various RE:START Vendors

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

2) left blank intentionally

10. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | | |
|----|--|---|
| 1) | Hi-Tec Building Services,
Inc.
Jenison, MI | \$ 1,881,800.00 (2 years)
FY07-09 Various funding
071I7200171 MRO Region #11
Janitorial for Department of
Human Services and Department
of Military and Veterans
Affairs |
| 2) | ASD Specialty Healthcare
Addison, TX | \$ 55,000.00 (1 yr 6 wks)
FY07-08 Various funding
MMS27001 Influenza Vaccine
(Chiron's Fluvirin, IDB
Fluviral, and Sonofi Fluzone),
Statewide |

10. DEPARTMENT OF MANAGEMENT AND BUDGET continued

3) left blank intentionally

11. DEPARTMENT OF TRANSPORTATION

1) SunWest Sales Company \$ 93,800.00 (1 year)
Hayward, CA **FY07-08** 100% Restricted Funds
071I7200150 Adopt-A-Highway
Safety Vests

2) Various \$ 892,204.00 (4 years)
(Listing on file) **FY07-11** 100% Restricted Funds
071I7200163 Catch Basin
Cleaning

12. DEPARTMENT OF TREASURY

1) BS&A Software \$ 551,250.00 (3 years)
Bath, MI **FY07-10** 100% General Funds
071I7200174 Electronic
Submission for State
Equalization Data

2) Institutional Shareholder Not to Exceed
Services, Inc. \$ 300,000.00 (3 years)
Rockville, MD **FY07-10** 100% Restricted Funds
071I7200057 Proxy Voting
Services

CONTRACT CHANGES

13. DEPARTMENT OF CORRECTIONS

1) PharmaCorr, LLC \$ 30,500,000.00 Amendment
St. Louis, MO \$ 61,956,862.00 New Total
FY07 100% General Funds
071B6200211 To add funds for 2
months of the existing contract
and to add funds for a 9-month
option to the contract for
Pharmacy Services,
Pharmaceuticals, and
Pharmacists for Inmates

13. DEPARTMENT OF CORRECTIONS continued

2) Various \$ 3,952,473.00 Amendment
(Listing on file) \$ 16,176,645.91 New Total
FY07-08 100% General funds
Additional funds to add an
option year to the contracts
for the Food Program

14. DEPARTMENT OF EDUCATION

1) Food Creations, Inc. \$ 125,800.00 Amendment
Bath, MI \$ 502,600.00 New Total
FY08 100% Federal
071B5200135 To add funds for
the remaining time on the
contract and to add funds for a
4-month extension of the
contract for Nutritional
Analysis Services

2) Moore & Associates \$ 100,000.00 Amendment
Southfield, MI \$ 329,960.00 New Total
FY07-08 100% Federal
071B4200279 Additional funds
for the Independent Program
Evaluator so that additional
program grantees can be added
through FY08

3) Trettco, Incorporated \$ 416,915.00 Amendment
Farmington Hills, MI \$ 741,830.00 New Total
FY07-08 70% Federal Funds
30% Restricted Funds
071B6200369 Additional funds
for a one-year option to the
contract for Food Service at
the School for the Deaf and
Blind

15. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) Deloitte Consulting, LLC \$ 0.00 Amendment
Grand Rapids, MI \$ 69,986,138.00 New Total
FY07-10 66% Federal 34% GF
071B6200149 Change in contract
scope to provide service
instead of software commodities
- 2) Sunguard Disaster Recovery, \$ 63,900.00 Amendment
Inc. \$ 1,225,764.00 New Total
Wayne, PA **FY07** 72% General Funds
28% Restricted Funds
071B0000383 Additional funds
for the current contract and a
3-month extension of the
contract for HRMN, DCDS, and
MIDB disaster recovery services
for the Department of
Management and Budget

16. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

- 1) Contract Food Services, Inc. \$ 172,000.00 Amendment
Battle Creek, MI \$ 1,934,157.00 New Total
FY07-08 60% Federal Funds
40% Restricted Funds
071B7200236 Additional funds
for an extension of the
contract for Food Catering
Services for one semester to
allow time to bid a new
contract

17. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) C.M.C. Maintenance, Inc. \$ 142,632.69 Amendment
Bangor, ME \$ 595,382.94 New Total
FY07 100% Restricted Funds
071B2001259 Additional funds
for an 18-month option to the
contract for Janitorial
Services at the Blue Water
Bridge for the Department of
Transportation

17. DEPARTMENT OF MANAGEMENT AND BUDGET continued

- 2) Goodwill Industries of Southwest Michigan Kalamazoo, MI \$ 29,922.00 Amendment \$ 119,688.00 New Total **FY07** 100% Restricted Funds 071B4200270 Additional funds for a one-year option to the contract for Janitorial Services at the Southwest Region Office of the Department of Transportation
- 3) Sagola Contracting, Inc. Marquette, MI \$ 198,000.00 Amendment \$ 3,840,587.00 New Total **FY07** 32.8% Federal Funds 35.4% General 31.8% Restricted 071B1001544 Additional funds for a four-month extension of the contract for Janitorial Service at the D. J. Jacobetti Home for Veterans for the Department of Military and Veterans Affairs
- 4) Services to Enhance Potential Wayne, MI \$ 29,763.48 Amendment \$ 119,053.92 New Total **FY07** 100% Restricted Funds 071B4200242 Additional funds for a one-year option to the contract for Janitorial Services at the Metro Region Office of the Department of Transportation

18. DEPARTMENT OF NATURAL RESOURCES

- 1) Lyle Signs Eden Prairie, MN \$ 164,000.00 Amendment \$ 418,507.80 New Total **FY07** 100% Restricted Funds 071B7200011 Additional funds for a one-year option to the contract for Snowmobile and ORV Trail Signs and Markers

19. DEPARTMENT OF TRANSPORTATION

- 1) Michigan Highway Hazard Recovery Capac, MI \$ 50,000.00 Amendment \$ 273,711.60 New Total **FY07-08** 100% Restricted Funds 071B2001569 Additional funds for a one-year option to the contract for Large Carcass Removal in Branch and Calhoun Counties
- 2) Michigan Highway Hazard Recovery Capac, MI \$ 104,000.00 Amendment \$ 627,828.85 New Total **FY07-08** 100% Restricted Funds 071B2001570 Additional funds for a one-year option to the contract for Large Carcass Removal in Allegan, Kalamazoo, and St. Joseph Counties

20. DEPARTMENT OF TREASURY

- 1) Portfolio Advisors LLC Darien, CT \$ 108,438.00 Amendment \$ 3,687,938.00 New Total **FY07** 100% Restricted Funds 071B1001445 Additional funds for a three-month extension of the contract for the Accounting & Management Information System to provide time to transition to a new vendor

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

21. DEPARTMENT OF HUMAN SERVICES

- 1) Cynthia Saunders \$509.00

The claimant (07-SAB-064) requests \$509.00 reimbursement for damage to her vehicle while parked in a State parking lot. The Department recommends denial of this claim.

21. DEPARTMENT OF HUMAN SERVICES continued

- 2) Denasha Walker \$200.00

The claimant (07-SAB-072) requests \$200.00 reimbursement for damage to her vehicle while parked in a State parking lot. The Department recommends denial of this claim.

22. DEPARTMENT OF STATE POLICE

- 1) Gregory Jones \$400.00

The claimant (07-SAB-068) requests \$400.00 reimbursement for damage to his vehicle while performing his job duties. The Department recommends approval of this claim.

23. DEPARTMENT OF TRANSPORTATION

- 1) John Forrest \$200.00

The claimant (07-SAB-071) requests \$200.00 reimbursement for damage to his vehicle when debris from a bridge fell and broke his windshield. Department workers were working on the bridge at the time. The Department recommends approval of this claim.

- 2) Queen Gray \$397.45

The claimant (07-SAB-062) requests \$397.45 reimbursement for damage to her vehicle when debris allegedly from a bridge hit her car. The Department recommends denial of this claim.

- 3) Phillip Was \$500.00

The claimant (07-SAB-061) requests \$500.00 reimbursement for damage to his vehicle due to roads not being salted. The Department recommends denial of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

24. DEPARTMENT OF CORRECTIONS

- 1) Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PD-BCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Adrian Correctional Facility 05/23/2007

Baraga Correctional Facility 5/23/2007

Huron Valley Complex 5/17/2007

Marquette Branch Prison 5/17/2007

- 2) Report dated May 24, 2007, regarding an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 for \$70,000.00 with Kidney Replacement Services, PC making it possible to move the kidney dialysis unit from Jackson area to Ryan Correctional facility due to prison closure.

25. DEPARTMENT OF STATE

Report on another phase of purchases to provide additional Precinct Tabulators and Absentee Voter County Board Tabulators under the Help America Vote Act (HAVA). The purchase orders totaled \$938,736.28 with the three pre-qualified vendors approved by the State Administrative Board previously.

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

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of June 12, 2007. After review of the forgoing Finance and Claims Committee Report, Ms. MacDowell moved that the Finance and Claims Committee Report covering the regular meeting held June 12, 2007, be approved and adopted. The motion was supported by Ms. Shane and unanimously approved.

APPROVED

June 19, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **June 13, 2007**. Those present being:

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

Member: Kristie Profit, representing Approved _____
Lt. Governor Cherry

Member: Steve Liedel, representing Approved _____
Governor Granholm

Others: Michael Reilly, Department of Attorney General; Sherry Bond,
James Burris, Cindy Collins, Janet Rouse, Department of
Management and Budget

The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

June 13, 2007 / June 19, 2007
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF CORRECTIONS, MUSKEGON – Muskegon Correctional Facility – Replace Roof on Food Service Building
File No. 472/06071.JAG – Index No. 53189
Low Responsive Bidder: Ann Arbor Roofing Company, Inc., Whitmore Lake;
\$413,492.50

Purpose/Business Case

The purpose of this contract is for the replacement of the roof at the Food Service Building. The roof system has exceeded its life expectancy and warranty period and inspection has shown it is beyond repair. Thus, replacement is necessary.

Benefit

Repair of the roof will extend building life and will reduce the potential for health, safety and environmental issues that could be exacerbated by moisture infiltration into this structure. If the roof were not replaced, the resulting damage to the existing facility caused by the leaking roof would be far more expensive to repair.

Funding Source

100% State Building Authority Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract and address this needed roof replacement will shorten building life as building components are allowed to deteriorate from moisture infiltration. The infiltration of moisture to the building interior accelerates the growth of mold and mildew resulting in indoor air quality and health issues. The opportunity to cost and time effectively perform this re-roofing project is very limited. Approval of this contract now will allow the construction to be completed this construction season. Completion of this project in a timely manner will allow the facility to operate in a more cost effective and secure manner.

Zip Code

48880

2. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lottery Building
– Roof Replacement
File No. 071/06090.SJU – Index No. 53216
Low Responsive Bidder: National Roofing and Sheet Metal Company, Burton;
\$470,278.00

Purpose/business Case

The purpose of this contract is for the replacement of the roof at the Lottery Building along with the installation of a fall protection system. The Lottery Building has experienced a number of roof leaks as a result of the age and condition of the existing single ply membrane roof system. The Lottery Building's roof system has exceeded its life expectancy and warrantee period and inspection has shown it is beyond repair. Thus, replacement is necessary. Roof fall protection is needed to allow facility maintenance staff to safely access building roofs to perform maintenance activities and to comply with MIOSHA requirements regarding fall protection.

Benefit

Repair of the Lottery Building roof will extend building life and will reduce the potential for health, safety and environmental issues that could be exacerbated by moisture infiltration into this structure. The proposed roof fall protection systems at the Lottery Building will allow building maintenance work to be performed in compliance with MIOSHA requirements regarding fall protection.

Funding Source

100% State Building Authority Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract and address this needed roof replacement will shorten building life as building components are allowed to deteriorate from moisture infiltration. The infiltration of moisture to the building interior accelerates the growth of mold and mildew resulting in indoor air quality and health issues. Failure to provided proper fall protection is in violation of MIOSHA Fall Protection standards when maintenance activities require staff to work near the roof perimeter.

Zip Code

48933

3. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – George W. Romney State Office Building – Replace Cooling Towers, Water Booster System & Bathroom Exhaust Fan
File No. 071/06405.RMP – Index No. 44114
Low Responsive Bidder: Shaw-Winkler, Inc., East Lansing; \$438,000.00

Purpose/Business Case

The purpose of this contract is to replace the existing cooling towers, bathroom exhaust fan and water booster system at the W. Romney Building located at the State Capitol Complex.

Benefit

The cooling towers have surpassed their useful life expectancy and are incurring excessive maintenance repair due to the rusted tanks leaking. When the cooling towers have leaks too large to patch, cooling to the building will be lost, resulting in a building closure during the summer months. If the building is closed then DMB will lose revenue from the tenants or incur additional costs finding temporary office space for Romney tenants.

Funding Source

100% Agency Operating Funds

Commitment Level

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract and replace the mechanical equipment leaves the buildings HVAC system and water system subject to excessive maintenance. Also, possible building closure which results in a loss of revenue.

Zip Code

48933

REVISIONS TO CONSTRUCTION CONTRACTS

4. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, SHIAWASSEE COUNTY – Shiawassee Readiness Center – Construction of a New Shiawassee Readiness Center
File No. 511/04162.JNS – Index Nos. 11554 & 11577
L.A. Construction Corporation, Flushing; CCO No. 4, Incr. \$146,463.00

Purpose/Business Case

The purpose of this change order is to add under drainage and surface drainage to address unforeseen ground water conditions. Excessive groundwater and poor site drainage has halted the construction of parking lots and access drives because of unstable subgrade conditions.

Benefit

The added under drainage and surface drainage added by this change order will allow construction of parking lots and site access drives to be completed. Currently, the new Shiawassee Readiness Center cannot be utilized by the Department of Military and Veterans Affairs as subgrade conditions will not allow the placement of asphalt paving.

Funding Source

100% State Army Construction Funds

Commitment

The change order cost is fixed actual cost provided by the construction contractor in response to bulletins provided by the PSC. The amount of this change order is within the original authorized budget cost.

Risk Assessment

Failure to approve this change order will stop the required changes that are needed to complete the facility parking lot and access drive and to allow this new facility to be occupied by the Department of Military and Veterans Affairs.

Zip Code

48817

5. DEPARTMENT OF NATURAL RESOURCES, LUDINGTON – Ludington State Park – Big Sable River Access Improvements
File No. 751/01502.JAG – Index No. 55060
C. Petersen & Sons, LLC, Pentwater; CCO No. 4, Incr. \$205,483.00

Purpose/Business Case

The purpose of this change order is for the next phase of construction to extend the barrier free river access walks the next two hundred plus feet to the west. The intent of this project and this change order is to provide user-friendly barrier free access to the river for recreational purposes. A portion of this change order is required to replace the existing failing retaining wall system.

Benefit

This phase of the project has been made possible by securing grant funding and agency funds to continue with the planned ADA accessible river walk. When completed this project will allow the state to offer unlimited access to this portion of the Big Sable River without barriers. The existing retaining wall system is failing structurally and must be replaced to insure the life safety of park users and to protect the adjacent sand dunes and the Big Sable River quality. If this change order is not completed at this time, funding will expire and the completed portion of the project will be less than barrier free.

Funding Source

100% Recreational Trails Program Grant

Commitment

The change order cost is fixed actual cost provided by the construction contractor in response to bulletins provided by the PSC. The amount of this change order is within the original authorized budget cost.

Risk Assessment

Failure to approve this change order will result in the lack of barrier free ADA accessibility along this portion of the banks of the Big Sable River. Portions of this projects funding will expire and be lost if this work does not proceed.

Zip Code

49431

6. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Central Operations – Joint Operations Center Construction
File No. 071/05300.RAN – Index No. 53145
Moore Trospen Construction Company, Holt; CCO No. 11, Incr. \$174,806.76

Purpose/Business Case

The purpose of this change order is to provide for changes to the original plans and specifications for Phase Two of the Joint Operations Center Construction project. Original scope of Phase Two, which includes the demolition of switchgear and installation of restrooms and work areas, is being altered to accommodate changes in staffing and functions as a result of a DMB reorganization. This change order also includes additional work to screen and secure exterior generator and chiller equipment as recommended by the US Department of Homeland Security in a recent review of the site.

Benefit

The use of this facility will be optimized and the installation of staff in this area, once completed, will allow desirable square footage in another building to generate revenue. The change order will also, as much as possible, ensure the security of the emergency power generator for the Joint Operations Center.

Funding Source

100% State Building Authority Funds

Commitment

The change order cost is fixed actual cost provided by the construction contractor in response to bulletins provided by the PSC. The amount of this change order is within the original authorized budget cost.

Risk Assessment

Failure to approve this change order will result in the inability to optimize the use of space at this facility and one of the most strategic facilities within the Capital Complex will have a less than secure emergency power supply.

Zip Code

48909

RENEWAL OF LEASE FOR PRIVATE PROPERTY

7. DEPARTMENT OF STATE, HUDSONVILLE - Renewal of Lease #10497 effective September 1, 2007 through August 31, 2012 with East James Associates, LLC, a Limited Liability Company, 990 Post Avenue, Holland, Michigan 49424, as Lessor, and the State of Michigan for the Department of State, as Lessee, for 3,760 square feet of office space located at 5211 Cherry Street, Suites 130 and 140, Hudsonville, Michigan 49426. The annual per square foot rental rate for this space is \$14.04 (\$4,399.20 per month). This rate does not include utilities, janitorial, or dumpster service. This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

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

Benefit

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

Funding Source

27% General Fund; 73% Restricted Funds

Commitment Level

Five years

Risk Assessment

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

Zip Code

49426

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

8. DEPARTMENT OF ATTORNEY GENERAL, PETOSKEY - Addendum #1 to Lease #7522 approved by the State Administrative Board on January 16, 2001, Item #8, between Penn Plaza Associates, a Registered Michigan Partnership, 7 Pennsylvania Plaza, Petoskey, Michigan 49770, as Lessor, and the State of Michigan for the Department of Attorney General, as Lessee, for 1,126 square feet of space located at Pennsylvania Plaza, Unit 6, Petoskey, Michigan 49770. This Addendum provides for modifying the ending date, to extend the lease term through April 30, 2008, with an increase in the annual rate. The annual per square foot rental rate is \$21.05 (\$1,975.00 per month). This Lease contains an Either Party Standard cancellation clause requiring 180-days notice. The Attorney General has approved this lease as to legal form.

Purpose/Business Case

This Lease Addendum will extend the current Lease for one year allowing the Department to stay in their current location while the new Department of Information Technology building is constructed in the Gaylord area. The Attorney General's staff will then collocate to the Gaylord DIT building once it is completed.

Benefit

This Lease Addendum will allow the Department to continue providing uninterrupted services.

Funding Source

100% General Fund

Commitment Level

One year

Risk Assessment

Non-approval of this Addendum will hinder the Department from providing uninterrupted services and may result in additional expenditures if forced to relocate.

Zip Code

49970

RECOMMENDATION FOR CONTRACT CHANGE ORDER

9. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #16 for Lease #10785 approved by the State Administrative Board on December 21, 1999 by Item #12 between New Center Development, Inc. as Lessor, and the State of Michigan for the Department of Management and Budget, as Lessee. This CCO provides for a reconfiguration of the Department of State (DOS) office customer service area by adding an additional security camera and installing two additional customer service counters. Also, the customer service area will be redesigned to accommodate more customers. The proposal includes 15% for General Contractor mark up for a not-to-exceed total of \$2,530.00. The space is located at 3068 West Grand Blvd, Detroit, Michigan 48202.

Purpose/Business Case

The purpose of this CCO is to enhance security by installing a camera and to alleviate overcrowding in the lobby by installing two additional counters. The overcrowding may have contributed to a recent incident of customer violence. As such, this CCO is consistent with expense justification #2 in Executive Directive 2007-17, "A purchase or contract necessary to protect the health, safety or welfare of Michigan citizens or visitors."

Benefit

This CCO will allow renovations which are expected to improve customer processing time, enhance safety and ensure compliance with Fire Marshal regulations on maximum room occupancy.

Funding Source

To be paid by DMB from GF/GP operating funds from Facilities Administration with reimbursement from authorized DOS funds (94% Restricted Funds; 6% General Fund).

Commitment Level

Present through January 4, 2020

Risk Assessment

Non-approval of this CCO will allow continued overcrowding in the customer service area and preclude them from ensuring compliance with Fire Marshal room capacity regulations.

Zip Code

48202

Ms. MacDowell presented the Building Committee Report for the regular meeting of June 13, 2007. After review of the forgoing Building Committee Report, Ms. MacDowell moved that the Building Committee Report covering the regular meeting held June 13, 2007, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

APPROVED

June 19, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on June 13, 2007. Those present
being:

Chairperson: Joseph Pavona, representing Approved _____
Secretary of State Land

Member: Kristie Profit, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Julie Benvenuto, Mike Blackledge, Keith Brown, Connie Hanrahan,
Bruce Kadzban, Pam Lavender, Ron Overton, Kathy Popoff, Betsy
Steudle, Karen Watson, Department of Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

The Chairperson asked that in the future when an authorization revision is for a time extension, please indicate all reasons why extra time is being requested; for example, to complete the work and to synchronize the authorization end date with the contract end date, or to complete the work and to allow time to close out the entire project.

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

Mr. Pavona adjourned the meeting.

Pam Lavender said Item 11 should have the word "revision" removed from the agenda writeup. That correction was not included in the motion by Mr. Shell. The agenda writeup was corrected after the meeting.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: June 13, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: June 19, 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.

CONTRACTS

1. *AERONAUTICS AND FREIGHT SERVICES (Aeronautics) - Airport Improvements
Memorandum of Understanding (MOU) (2007-0574) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the expansion of the terminal building (phase III) and for approach clearing on runway 8 (phase II) at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through twenty years to comply with a Federal Aviation Administration (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 \$187,500. Source of Funds: FAA Funds (via block grant) - \$150,000 and State Bond Funds - \$37,500.

Criticality: Proceeding with phase III of the terminal building expansion will allow the project to be completed and will provide the flying public with a usable terminal building and an unobstructed runway safety area (RSA), as mandated by the FAA. This project promotes the state's tourist industry and economic development, provides jobs for consultants, and increases safety and security margins for aeronautical activity. Delaying the project until October 2007 or later would promote the displacement of state employees who use the terminal building as an office, would discourage tourist utilization of the Mackinac Island Airport, would promote an unsafe/unsecured construction site for an indefinite period of time until funding becomes available, and consequently would promote unsafe airport conditions by not addressing known RSA obstructions.

Purpose/Business Case: To provide for the expansion of the terminal building (phase III) and for approach clearing on runway 8 (phase II).

Benefit: The expansion of the existing terminal building is necessary to better accommodate passengers, baggage and cargo, and traffic flow at the airport. The approach clearing of obstructions from the Runway 8 approach will enhance aircraft safety.

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

Commitment Level: The MOU is for a fixed cost.

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

Cost Reduction: The terminal building expansion (phase III) and approach clearing (phase II) will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49757.

2. *AERONAUTICS AND FREIGHT SERVICES (Aeronautics) - Land Acquisition

Memorandum of Understanding (MOU) (2007-0579) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the land acquisition costs of parcels 8, 9, 10, E11, E12, E13, E14, and E15 at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through twenty years to comply with a Federal Aviation Administration (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 \$1,200,000. Source of Funds: FAA Funds (via block grant) - \$960,000; State Bond Funds - \$240,000.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones. The property acquisitions and easements will allow the airport to meet this federal requirement for safety. This project cannot be deferred until October 2007 or later because there would be an increase in appraisal costs resulting from the delay.

Purpose/Business Case: To provide for the land acquisition costs of parcels 8, 9, 10, E11, E12, E13, E14, and E15.

Benefit: By acquiring the properties, the airport will ensure clear approaches and maintain safety by controlling the properties inside the runway protection zones and by limiting any obstructions.

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

Commitment Level: The MOU is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49757.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Fuel Farm Improvements

Contract (2007-0580) between MDOT and the Antrim County Board of Commissioners will provide federal and state grant funds for improvements to the fuel farm at the Antrim County Airport in Bellaire, 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 \$87,189. Source of Funds: FAA Funds (via block grant) - \$32,349; State Bond Funds - \$51,491; Antrim County Funds - \$3,349.

Criticality: This is a safety enhancement project to upgrade the aviation fuel dispenser and piping. This project cannot be deferred until October 2007 or later because the airport must upgrade its equipment or discontinue fueling operations on the airport until the equipment can be replaced.

Purpose/Business Case: To provide for fuel farm improvements.

Benefit: Will allow continued availability of aviation fuel at the Antrim County Airport.

Funding Source: 37% FAA Funds; 59% State Bond Funds; 4% Antrim County Funds.

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 construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49615.

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

Contract (2007-0583) between MDOT and the City of Fremont will provide federal and state grant funds for the design of a parallel taxiway for runway 18/36 at the Fremont Municipal Airport in Fremont, 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 \$100,000. Source of Funds: FAA Funds (via block grant) - \$80,000; State Bond Funds - \$17,500; City of Fremont Funds - \$2,500.

Criticality: Construction of the parallel taxiway is critical to operational safety and avoidance of possible runway incursions by a mix of low-and high-speed aircraft. This project cannot be deferred until October 2007 or later because a delay in the design and bidding schedule would result in late 2008 construction or force a delay of the project until 2009.

Purpose/Business Case: To provide for the development of engineering plans for the design of a parallel taxiway for runway 18/36.

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

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

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: 49412.

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

Contract (2007-0584) between MDOT and the Mason County Board of Commissioners will provide federal and state grant funds for the design of the medium intensity runway lights (MIRL) for runways 8/26 and 1/19, including new segmented circle and windcone, and the rehabilitation of the beacon at the Mason County Airport in Ludington, 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 \$26,000. Source of Funds: FAA Funds (via block grant) - \$20,800; State Bond Funds - \$4,550; Mason County Funds - \$650.

Criticality: The rehabilitation and replacement of the various field lighting fixtures are critical to flight operations during hours of darkness. This project cannot be deferred until October 2007 or later because any delay would delay the replacement schedule of these critical facilities and could result in nighttime shutdown due to equipment failure.

Purpose/Business Case: To provide for the development of engineering plans for the design of MIRL for runways 8/26 and 1/19, including new segmented circle and windcone, and the rehabilitation of the beacon.

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

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Mason County Funds.

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: 49431.

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

Contract (2007-0585) between MDOT and the Otsego County Board of Commissioners will provide federal and state grant funds for the design of the terminal building parking area and the rehabilitation and widening of parallel taxiway A and for the extension of runway 18 at the Gaylord Regional Airport in Gaylord, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 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 \$1,400,000. Source of Funds: FAA Funds (via block grant) - \$1,120,000; State Bond Funds - \$245,000; Otsego County Funds - \$35,000.

Criticality: Runway 18/36 is too short to adequately serve the critical aircraft that currently use the facility. Extending the runway will allow it to be used by the larger aircraft that fly into Gaylord Regional Airport and will result in enhanced operational safety of the airport. In addition, taxiway A is too narrow for the types of aircraft that currently use it, and widening it to meet FAA standards will also result in operational safety improvements. The project cannot be deferred until October 2007 or later because of the paving requirements prior to the end of construction season.

Purpose/Business Case: To provide for the design of the terminal building parking area and the rehabilitation and widening of parallel taxiway A and for the extension of runway 18.

Benefit: Will enhance the safety of airport users and bring the airport in to compliance with FAA standards.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Otsego Funds.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49735.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0594) between MDOT and the Mayfield Township will provide federal and state grant funds for the land acquisitions costs of parcel E11 at the Dupont-Lapeer Airport in Lapeer, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 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 \$90,000. Source of Funds: FAA Funds (via block grant) - \$72,000; State Bond Funds - \$15,750; Mayfield Township Funds - \$2,250.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones. The property acquisitions and easements will allow the airport to meet this federal requirement for safety. This project cannot be deferred until October 2007 or later because there would be an increase in appraisal costs resulting from the delay. In addition, the project is critical to ensure that funds are available for continued condemnation costs, including future court orders.

Purpose/Business Case: To provide for the land acquisition condemnation costs of parcel E11. The costs include attorney fees and court-awarded damages.

Benefit: The settlement will enable the land to be purchased and will enable the airport to keep the approaches to runway 18/36 clear of obstructions.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Mayfield Township Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not 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 an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48446.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Installation of Watermain

Contract (2007-0596) between MDOT and the Village of Lakeview will provide federal and state grant funds for the installation of a watermain at the Lakeview-Griffith Field in Lakeview, 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 \$217,570. Source of Funds: FAA Funds (via block grant) - \$174,056; State Bond Funds - \$38,075; Village of Lakeview Funds - \$5,439.

Criticality: Lakeview Municipal Airport is a site of known ground water pollution. This project extends an existing watermain located along Lakeview Road to the recently constructed airport terminal building. The project cannot be deferred until October 2007 or later because of the pollution problem.

Purpose/Business Case: To provide for the installation of a watermain to service the existing terminal building at the Lakeview-Griffith Field in Lakeview.

Benefit: Will provide a controlled source of water for use at the public terminal building.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Village of Lakeview Funds.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

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 construction was bid through MDOT and awarded to the lowest bidder. There were twelve bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48850.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Joint Repair

Contract (2007-0601) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for concrete joint repair on the runway and taxiway (phase 1) at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. 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 \$565,000. Source of Funds: FAA Funds - \$536,750; State Bond Funds - \$14,125; Marquette County Funds - \$14,125.

Criticality: This joint repair project will enhance airport pavement safety by reducing the potential for loose material to be ingested into jet engines (which could result in costly repairs). If a joint cracks and fails, a small opening would be dangerous to aircraft and sufficient for FAA to close the runway. This project cannot be deferred until October 2007 or later because this is the only runway at Sawyer International Airport, and a closure would shut down the commercial airlines as well as other businesses at the airport.

Purpose/Business Case: To provide for the concrete joint repair on the runway and taxiway (phase 1).

Benefit: Will prevent pavement failure and maintain a safe landing surface, while meeting federal specifications.

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

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

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49841.

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

Authorization (39008-100594) under Master Agreement (79-0568), dated June 8, 1979, between MDOT and National Railroad Passenger Corporation (Amtrak), will provide for the supplement of the existing active warning devices with a traffic signal interconnection and upgraded activation circuitry at Amtrak's grade crossing of 11th Street in Kalamazoo County, Michigan. This work, to be undertaken as an upgrade for a detour route to serve a pending 2008 critical bridge project, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Kalamazoo County Road Commission and approved on May 11, 2007. The project cost is estimated at \$150,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$75,000; Kalamazoo County Road Commission Funds - \$75,000.

Criticality: The proposed work to enhance the 11th Street railroad crossing warning system is crucially important to establishing a detour route in advance of a planned 2008 critical bridge project on 9th Street in Kalamazoo County. The work must be completed before the diverted traffic from 9th Street begins to use the detour route. Without approval and completion of this safety enhancement effort, the critical bridge project would be delayed indefinitely.

Purpose/Business Case: To provide for the installation of a traffic signal interconnection and upgraded activation circuitry at the existing grade crossing of Amtrak with 11th Street in Kalamazoo County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of a traffic signal interconnection and upgraded activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: MDOT funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. FHWA Funds - \$75,000. The Kalamazoo County Road Commission is responsible for the remaining 50 percent of the project cost.

Commitment Level: The authorization amount is based on Amtrak's field estimate and will be paid on a force account basis.

Risk Assessment: Exposure to risk at highway-railroad grade crossings is measured using an FHWA-approved formula referred to as the New Hampshire Index. This crossing is currently equipped with active warning devices; installation of the supplemental active warning devices will reduce motorist exposure to risk by 45 percent.

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

Selection: N/A.

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

Zip Code: 49009.

11. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program
Authorization (Z3) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for outreach and planning services for the federal Safe Routes to School (SR2S) Program (Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). The project will enable MDOT to provide survey and analysis support to school SR2S planning teams, including the identification of opportunities to incorporate existing non-motorized trails into SR2S plans, an assessment of bicycle safety curricula appropriate for use in Michigan schools, and the education of urban planning professionals to assist with safe routes in the communities they serve. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$57,795. The contract term is March 1, 2006, through September 30, 2009. Source of Funds: 100% Federal SR2S Program Funds.

Criticality: Completion of the work in this authorization is critical to MDOT's ability to administer federal SR2S funding. The work is essential to the ability of the program to assist schools in completing the planning work necessary to qualify them to apply for 100 percent federal funding.

Purpose/Business Case: Authorizations (Z1) and (Z2) under Contract (2006-0483) provided for MFF to perform SR2S program functions, including outreach, training, and technical assistance and evaluation to enable schools, communities, and partner agencies to complete the planning necessary to apply for federal SR2S funding. Authorization (Z3) will provide funding to MFF to enable MDOT to provide survey and analysis support to school SR2S planning teams.

Benefit: MFF will be able to effectively organize and deliver this federal program for MDOT. The SR2S program enhances the safety of children walking and biking to their schools.

Funding Source: 100% Federal Safe Routes to School Program Funds. These federal funds are earmarked for this program.

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

Risk Assessment: MFF would be unable to complete the next phase of the work program, which would affect the entire larger SR2S program in Michigan. That could result in MDOT being unable to administer the federal funding program as planned.

Cost Reduction: N/A.

Selection: N/A for authorization; best source for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

12. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1046) between MDOT and Canadian National (CN)/Wisconsin Central, Ltd., dated July 5, 1994, provides for improvements under job number 81333 to a crossing of CN/Wisconsin Central, Ltd., at Highway M-69, near Escanaba, Delta County. The improvements include the reconstruction of the crossing surface and the re-cabling of the existing warning devices.

Estimated Funds:

Federal Highway Administration Funds	<u>\$ 184,000</u>
Total Funds	<u>\$ 184,000</u>

STR 21011 - 81333

Railroad Force Account Work

Criticality: The railroad work is required in the interests of public safety. This railroad work must be done in conjunction with the related roadway project let in November 2006. Delaying the railroad work would stop the roadway work and could result in additional payment to the contractor for the delay.

Purpose/Business Case: To rebuild the existing crossing surface in conjunction with roadway approach reconstruction.

Benefit: Smoother crossing surface.

Funding Source: Federal Highway Administration Funds.

Commitment Level: 100% federal; based on railroad estimate.

Risk Assessment: Lower probability of vehicle loss of control due to a smoother crossing surface.

Cost Reduction: Improvements are on railroad property and CN/Wisconsin Central, Ltd., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of the existing railroad crossing.

Zip Code: 49829.

13. HIGHWAYS – Time Extension

Amendatory Contract (2000-1010/A6) between MDOT and The Corradino Group of Michigan, Inc., will extend the contract term by eighteen months to provide sufficient time for the consultant to complete the analysis and data collection for the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the development of a regional intermodal facility with sufficient capacity to meet existing and future demand. The original contract provides for the performance of a feasibility study for the Detroit Intermodal Freight Terminal (DIFT) (CS 82900 - JN 49860). The revised contract term will be February 5, 2001, through December 1, 2008. The contract amount remains unchanged at \$7,248,394.02. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: If this amendment is not approved at this time, the contract will expire, the consultant will have to stop work on the project, and key meetings with railroad partners, businesses, and local citizens will be canceled and schedules delayed. Project momentum will be lost. The railroads could consider other options (possibly outside Michigan) for investing their funds, which could result in the loss of potential economic benefits.

Purpose/Business Case: The purpose of the DIFT project is to support the economic competitiveness of Southeast Michigan and the state by improving intermodal freight opportunities and efficiencies. The goal of the project is to develop a regional facility (or facilities) with sufficient capacity to handle current and future intermodal freight shipments for business and industry. The project is expected to promote the economic growth of Michigan while reducing regional truck traffic and air pollution and buffering nearby neighborhoods through improvements to control noise, reduce dust, and enhance the appearance of the areas.

Benefit: This amendment will provide the additional time needed for the completion of the analysis and data collection for the FEIS and ROD and allow the development of a regional intermodal facility with sufficient capacity to meet existing and future demand. The completion of the environmental documents for the DIFT and the subsequent federal approval will allow MDOT to move forward to the development and construction phase of the DIFT project. The DIFT project is a public/private partnership with the railroads funding approximately 50 percent of the estimated cost and government funding the other 50 percent.

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

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

Risk Assessment: If the time extension is not approved and the services are not completed, the opportunity to make needed improvements for the planning of the intermodal facility for Metropolitan Detroit could be lost.

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

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

New Project Identification: This is not a new project.

Zip Code: 48209.

14. HIGHWAYS- IDS Claims Review Services

Authorization Revision (Z6/R2) under Contract (2003-0680) between MDOT and L.S. Engineering, Inc., will provide for the performance of additional professional services and will increase the authorization amount by \$24,939.71. The consultant will complete pre-trial preparations, compile information, and provide expert testimony in a deposition and/or in court. The original authorization provides for preliminary claims assistance to the Office of the Attorney General regarding the M-59 reconstruction project in Macomb County to be performed on an as-needed basis (CS 50023 - JN 03120A). The revised authorization amount will be \$144,808.36. The contract term is October 13, 2003, through January 13, 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 to assist the Office of the Attorney General, Transportation Division, in providing expert witness services such as providing preliminary claims assistance and expert testimony in a deposition and/or in court. Because of pending litigation, it is imperative that this authorization revision be approved and processed as soon as possible.

Purpose/Business Case: To provide for expert witness and investigatory services to be performed under the direction of the Office of the Attorney General, Transportation Division.

Benefit: Will provide services that will result in a lower level of risk to MDOT.

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

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

Risk Assessment: If this authorization revision is not approved, the consultant will not be able to provide needed investigatory services, which could result in an increased level of risk to MDOT.

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.

New Project Identification: This is not a new project.

Zip Code: 48909.

15. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0435/A1) between MDOT and Great Lakes Engineering Group, LLC, 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 authorizations (Z10) and (Z12), for which additional time is needed to allow the consultant to complete project close out and record review services to ensure compliance with federal regulations. The construction contractor is expected to complete work on July 1, 2007. The original contract provides for services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be August 19, 2004, through August 19, 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.

The following two items are for revisions to authorizations issued under this IDS contract.

Criticality: Federal regulations require proper project close-out and record-keeping for construction projects to ensure that projects meet federal and state requirements. This process can be lengthy, as documentation must be secured from several sources, including the contractor and various inspection agencies. This amendment needs to be approved at this time because the close-out process under authorizations (Z10) and (Z12) will extend beyond the current contract expiration date of August 19, 2007, and if the IDS contract is not extended, the authorizations cannot be extended and ongoing work under the authorizations cannot be completed. If the services under authorizations (Z10) and (Z12) are not performed on time, federal funding could be jeopardized.

Purpose/Business Case: To extend the IDS contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorizations (Z10) and (Z12). No new authorizations will be issued under this contract.

Benefit: Will provide sufficient time for the consultant to complete ongoing work under authorizations (Z10) and (Z12), for which additional time is needed to allow proper project close out and record reviews to ensure compliance with federal regulations.

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 (Z10) and (Z12).

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: 48909.

16. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R1) under Contract (2004-0435) between MDOT and Great Lakes Engineering Group, LLC, will extend the authorization term by one year to provide sufficient time for the consultant to complete the project close-out and record review process for the construction project that is expected to be completed on July 1, 2007. The original authorization provides for full construction engineering services to be performed for bridge repair work on northbound and southbound I-75 from Erie Road to Newport Road, Monroe County (CS 58152 - JN 79898A). The revised authorization term will be February 23, 2006, through August 19, 2008. The authorization amount remains unchanged at \$462,551.46. The contract term is August 19, 2004, through August 19, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Federal regulations require proper project close-out and record-keeping for construction projects to ensure that projects meet federal and state requirements. This process can be lengthy, as documentation must be secured from several sources, including the contractor and various inspection agencies. This revision needs to be approved at this time because the close-out process will extend beyond the current authorization expiration date of August 19, 2007, and if the services are not performed on time, federal funding could be jeopardized.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the project close-out and record review services.

Benefit: Will provide sufficient time for the consultant to complete ongoing work under this authorization (Z10) to ensure compliance with federal regulations. Will provide for ongoing design services to be completed under this authorization.

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 extension is not approved, the consultant will not be able to complete the work under authorization (Z10), which could jeopardize federal funds.

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: 49221.

17. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z12/R1) under Contract (2004-0435) between MDOT and Great Lakes Engineering Group, LLC, will extend the authorization term by one year to provide sufficient time for the consultant to complete the project close-out and record review process for the construction project that is expected to be completed on July 1, 2007. The original authorization provides for full construction engineering services to be performed for concrete pavement patching and diamond grinding work on southbound I-75 from Erie Road to Newport Road, Monroe County (CS 58152 - JN 83844A). The revised authorization term will be February 23, 2006, through August 19, 2008. The authorization amount remains unchanged at \$224,677.14. The contract term is August 19, 2004, through August 19, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Federal regulations require proper project close-out and record-keeping for construction projects to ensure that projects meet federal and state requirements. This process can be lengthy, as documentation must be secured from several sources, including the contractor and various inspection agencies. This revision needs to be approved at this time because the close-out process will extend beyond the current authorization expiration date of August 19, 2007, and if the services are not performed on time, federal funding could be jeopardized.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the project close-out and record review services.

Benefit: Will provide sufficient time for the consultant to complete ongoing work under authorization (Z12) to ensure compliance with federal regulations. Will provide for ongoing design services to be completed under this authorization.

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 extension is not approved, the consultant will not be able to complete the work under authorization (Z12), which could jeopardize federal funds.

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: 49221.

18. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0563/A1) between MDOT and H. W. Lochner, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing work under authorization (Z3). The additional time is needed to allow the consultant to perform additional services for the design for one cantilever sign and the upgrade of the signing plans to comply with the 2005 Michigan Manual on Uniform Traffic Control Devices (MUTCD) and because the letting for this project was postponed for a year. (See following item.) The original contract provides for engineering 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 September 9, 2004, through September 8, 2009. 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 is for additional time for design services for the upgrade of signing plans to comply with the 2005 Michigan MUTCD. The signs are rapidly deteriorating, have lost their reflectivity, and will present safety risks if not replaced. As the result, this contract cannot be deferred until an October 2007 agenda.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete ongoing work under authorization (Z3). No new authorizations will be issued under this contract.

Benefit: Will provide sufficient time for the consultant to complete ongoing work under authorization (Z3), for which additional time is needed for the upgrade of freeway signing plans and the design for one cantilever sign to comply with the 2005 Michigan MUTCD.

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 the work under authorization (Z3), and MDOT will not be in compliance with the 2005 Michigan MUTCD, which could result in the loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on 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: 48909.

19. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2004-0563) between MDOT and H. W. Lochner, Inc., will provide for the performance of additional design services for the upgrade of freeway signing plans on US-31, will increase the authorization amount by \$24,969.44, and will extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The additional services will include the addition of one cantilever sign and the upgrade of the signing plans to comply with the 2005 Michigan Manual on Uniform Traffic Control Devices (MUTCD). The original authorization provides for the development of design plans for the upgrade of 67 miles of freeway signing on US-31 in Ottawa, Muskegon, Oceana, and Mason Counties (CSs various - JN 84905C). The revised authorization term will be November 22, 2005, through September 8, 2009. The revised authorization amount will be \$499,950.34. The contract term will be September 9, 2004, through September 8, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, including freeway signing. If the signing plans are not upgraded, MDOT will not be in compliance with the 2005 Michigan MUTCD, which could result in the loss of federal funding. As the result, this revision needs to be approved on the June 19, 2007, State Administrative Board agenda and cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To provide for the performance of additional design services for signing plan upgrades and the addition of one cantilever sign to comply with the 2005 Michigan MUTCD.

Benefit: Will allow the signing plans to be upgraded, as required by the 2005 Michigan MUTCD, and will allow the new letting date to be met.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this revision is not approved, MDOT will not be in compliance with the 2005 Michigan MUTCD, which could result in the loss of federal funding.

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: 48909.

20. HIGHWAYS – IDS University Research Services

Retroactive Authorization (Z4) under Contract (2005-0014) between MDOT and Michigan Technological University (MTU) will provide for the continuation of the Michigan Engineer's Resource Library (MERL) software program, which was developed by MTU and which allows local agencies to develop accurate cost estimates for projects (169 days retroactive). MTU will continue to offer training to local agencies throughout the state and will provide technical support to users during the life of the project. The authorization will be in effect from January 1, 2007, through December 31, 2007. The authorization amount will be \$83,535.67. The contract term is from November 29, 2004, through September 30, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 81.85% Federal Highway Administration (FHWA) Funds and 18.15% State Restricted Trunkline Funds.

This authorization was previously approved by the State Administrative Board at its December 19, 2006, meeting with a term of date of award through December 31, 2007. The previous MERL program authorization expired on December 31, 2006, and retroactive approval is sought for a January 1, 2007, effective date for this authorization to provide for continuous service and to allow costs incurred by MTU after December 31, 2006, to be eligible for reimbursement. (The amount and other provisions of the authorization remain unchanged.) FHWA approval was originally granted in January 2007, but then the FHWA determined that an additional review by FHWA staff was required. The second FHWA approval was issued in early March 2007. In the meantime, MTU, anticipating imminent approval, proceeded to conduct several training seminars at various locations in the state for which advance arrangements had been made in 2006. Following the completion of these seminars, MTU completed follow-up tasks resulting from the seminars. MTU has since stopped work on the project pending the approval and award of this authorization.

Criticality: During calendar year 2006, MTU released MERL version 4.0 and several updates. MTU must continue to work with users of the program to resolve problems that may occur with the new release as well as issues associated with the upgrades. Approval of the authorization with a January 1, 2007, effective date will allow the uninterrupted continuation of service to MDOT and the many local agencies that rely on the MERL software and will allow MTU to be reimbursed for services provided as of January 1, 2007. Local agencies, their consultants, and MDOT Local Agency engineers use MERL to create documents that are required as part of construction bid proposal packages. The proposal documents are required to be prepared to enable bids for construction projects to be solicited and obtained for road construction projects statewide.

Purpose/Business Case: To provide for a continuation of the MERL software program developed by MTU that helps local agencies to develop accurate cost estimates for projects. MTU will continue to offer training sessions throughout the state and to provide technical support to users.

Benefit: MERL allows project-specific cost estimates to be uploaded in the MDOT Trns*port system with minimal effort from MDOT personnel.

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 requested service is not approved, MDOT will need to manually import more than 300 local agency cost estimates per year. This would increase the potential for introducing errors into contact documents and increase staff workloads.

Selection: N/A.

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.

New Project Identification: This is not a new project.

Zip Code: 48909.

* Denotes a non-standard contract/amendment

21. HIGHWAYS - Time Extension

Amendatory Contract (2005-0058/A2) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by approximately one year to provide sufficient time for the consultant to final out the project and to defend MDOT's position in potential construction contractor claims. The original contract provides for full construction engineering services, including inspection, testing, and preliminary staking, for project oversight on US-12 (Michigan Avenue) and Livernois Avenue to I-94 in the cities of Detroit and Dearborn, Wayne County (CS 82062 - JN 59881A). The revised contract term will be March 4, 2005, through August 1, 2008. The contract amount remains unchanged at \$2,033,213.29. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Approval of this amendment will allow the consultant to final out the project and to defend MDOT's position in potential construction contractor claims, both at the region and central office levels. Failure to provide the extra time will not allow the consultant to fulfill its contract requirements and could jeopardize MDOT's position during the contractor claims process. This request cannot be deferred until October 2007 because the contract expires in July 2007.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to final out the project and to defend MDOT's position in potential construction contractor claims.

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

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

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

Risk Assessment: Failure to provide the services outlined could result in the loss of federal funds and be contrary to state policy and regulations.

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

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

New Project Identification: This is not a new project.

Zip Code: 48210.

22. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z6/R1) under Contract (2005-0371) between MDOT and Wade Trim Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$69,568.51. The additional services will include hydraulic surveys, box culvert analysis and modifications, traffic signal design, and sidewalk design. The additional services are being added based on information gathered during the survey and preliminary roadway design services. The original authorization provides for the performance of design services for the reconstruction of M-29 from I-94 to Baker Road in Chesterfield Township, Macomb County (CS 50072 - JN 45727C). The authorization term remains unchanged, April 12, 2006, through August 11, 2008. The revised authorization amount will be \$864,853.40. The contract term is August 11, 2005, through August 11, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If the hydraulic surveys and analysis aren't performed, post-construction flooding could occur, which could lead to crashes and fatalities. If the traffic signal design work isn't performed, there would be no reduction in crashes realized. If the sidewalk gaps aren't eliminated and brought to Americans with Disabilities Act standards, pedestrians will continue to travel over unsafe, unimproved ground. Disabled persons will have to continue to choose between negotiating unimproved gaps in the sidewalk or walking directly next to 50 mile per hour traffic. This amendment cannot be deferred to an October 2007 or later agenda because the project has an October 2007 turn-in for the December 2007 letting. A minimum of two months is needed to perform the work and incorporate into the Omissions, Errors, and Corrections plans, which are required to be completed four months prior to letting. Delaying this amendment would severely jeopardize the proposed letting and construction schedule as shown in the MDOT Five Year Plan.

Purpose/Business Case: To provide for additional road design services to be performed for the reconstruction of M-29 between I-94 and Baker Road in Chesterfield Township. The additional design services include hydraulic surveys, hydraulic analysis, traffic signal design, box culvert modification design, and sidewalk design.

Benefit: Will improve safety for pedestrians and the motoring public.

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: Without the use of professional services for this work, the additional survey and design would not be completed and safety improvements would not be made. In addition, MDOT would risk losing federal funding for road improvements.

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: 48047.

23. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R2) under Contract (2006-0099) between MDOT and Capital Consultants, Inc., will provide for the performance of additional and revised design services and will increase the authorization amount by \$23,067.18. The additional and revised services will include watermain and sanitary sewer work for a portion of the project located along the I-94 business loop (BL) from South Street to Oak Street and along Mary Street from Main Street to Elm Street in Calhoun County. The work items include preparing required plans and municipal utilities design, performing surveys, and providing solutions to any problems that may arise during the design of the project. The original authorization provides for design services to be performed for roadway rehabilitation and realignment on the I-94BL from I-194 east to Elm Street, north on Elm Street to Michigan Avenue, Calhoun County (CS 13121 - JN 73807C). The authorization term remains unchanged, May 5, 2006, through January 17, 2009. The revised authorization amount will be \$521,846.12. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The additional watermain and sanitary sewer work will allow the existing 100 year old plus undersized and poor condition watermain and sanitary sewer to be relocated outside of the project limits, which will lower future maintenance costs for MDOT and the city of Battle Creek. This additional work, design and construction, will be paid for 100 percent by the city of Battle Creek within the limits of the detour route. Due to existing I-94BL municipal utility conflicts, MDOT will bear the costs of relocating sanitary sewer lines between Oak Street and South Street along I-94BL. This project is scheduled for a March letting. As a result, the contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional and revised design services, including water main and sanitary sewer work for a portion of the project located along the I-94BL from South Street to Oak Street and along Mary Street from Main Street to Elm Street in Calhoun County.

Benefit: Incorporating the additional work into this project will save the taxpayers money by allowing MDOT to purchase materials and receive reduced costs due to economies of scale. Additionally, not having municipal utility facilities within the MDOT right-of-way will reduce the risk of utility breaks causing pavement failures.

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: Keeping the old watermain and sanitary sewer within the project limits would increase future maintenance costs and a potential need for major corrections should a leak or utility construction work occur.

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: 49016.

24. *HIGHWAYS - Novation

Amendatory Contract (2006-0123/A1) between MDOT, Woolpert Design, LLP, and Woolpert Services, LLC, will provide for the reassignment of responsibilities for the indefinite delivery of services (IDS) contract and all authorizations issued under it from Woolpert Design, LLP, to Woolpert Services, LLC, due to the closure of the Michigan office. The original contract provides for professional services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract term remains unchanged, January 30, 2006, through January 29, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Criticality: This amendment needs to be approved at this time so that responsibility can be assigned to the appropriate consultant for services currently under contract.

Purpose/Business Case: To provide for the reassignment of responsibilities for the IDS contract and all authorizations issued under it.

Benefit: Will provide for the reassignment of responsibilities for the IDS contract and all authorizations issued under it to the appropriate consultant.

Funding Source: Federal, Restricted State, 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, responsibility cannot be assigned to the appropriate consultant for services currently under contract, and the appropriate consultant cannot be paid or billed.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

25. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z25/R1) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for the performance of additional construction engineering services and will increase the contract amount by \$57,517.45. The additional services will include full construction engineering services for soundwall construction on I-94 to Frazho Road and on I-94 from Martin Road to 13 Mile Road. This work is a continuation of the same work issued under the original authorization. The original authorization provides for the performance of preliminary construction engineering services on I-94 in the city of St. Clair Shores, Macomb County (CS 50111 - JN 86717A). The authorization term remains unchanged, May 22, 2007, through February 8, 2009. The revised authorization amount will be \$157,499.98. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: It is critical to get approval for this full construction engineering contract because the construction contractor started work on this project in April 2007.

Purpose/Business Case: To provide for additional construction engineering, including full construction engineering services for soundwall construction on I-94 to Frazho Road and on I-94 from Martin Road to 13 Mile Road.

Benefit: Will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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

New Project Identification: This is not a new project.

Zip Code: 48081.

26. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R1) under Contract (2006-0155) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional construction inspection and testing services and will increase the authorization amount by \$132,773.75. The additional services will include inspection and testing for structure replacement and bridge rehabilitation. The original authorization provides for project administration, inspection, quality assurance testing, and preparation and documentation of project records for US-127 over the US-10 bridge over Eberhart Road and over the US-10 ramp (CS 37014 - JN 74047A). The authorization term remains unchanged, April 17, 2006, through February 23, 2009. The revised authorization amount will be \$218,832.99. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Inspection and testing are critical to the successful completion of MDOT projects. The consultant will ensure that the project will meet all federal and state requirements. The construction project started in March 2007. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional construction inspection and testing services for structure replacement and bridge rehabilitation.

Benefit: Will provide 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.

* Denotes a non-standard contract/amendment

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

New Project Identification: This is not a new project.

Zip Code: 48858.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z3/R1) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for the performance of additional road design services and will increase the authorization amount by \$30,447.62. The additional services will include additional coldmilling, hot mix asphalt (HMA) resurfacing, and trenching work for the replacement and/or widening of HMA shoulders, as well as upgrading guardrails and other safety work. The original authorization provides for cold milling, HMA resurfacing, trenching, shoulder widening, drainage, and vertical curve correction work at Poplar Avenue and improving sight distance on M-20 (Baseline Road) from Catalpa Avenue easterly 7.415 miles to west of Cottonwood Avenue in Wilcox, Everett, Bit Prairie, and Goodwell Townships, Newaygo County (CS 62015 - JN 60571C). The authorization term remains unchanged, August 2, 2006, through April 12, 2009. The revised authorization amount will be \$315,753.53. The contract term is April 13, 2006, through April 12, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The services include vertical curve correction work and other safety improvements, which will improve the safety of the roadway and contribute to MDOT progress in reaching state roadway condition goals. To defer approval of this revision to a future State Administrative Board agenda would delay the March 7, 2008, project letting and adversely impact the MDOT Five Year Plan.

Purpose/Business Case: To provide for the performance of additional road design services, including additional coldmilling, hot mix asphalt (HMA) resurfacing, and trenching work for the replacement and/or widening of HMA shoulders, as well as upgrading guardrails and other safety work.

Benefit: Will improve safety and extend the service life of this road, in accordance with MDOT's Five Year Plan.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved, the safety and service life of the roadway will continue to deteriorate.

Cost Reduction: Costs in professional service 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: 49349.

28. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z4/R2) under Contract (2006-0225) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the authorization amount by \$4,635.80. The additional services include designing a temporary traffic signal system for maintaining traffic during roadway reconstruction on the US-127 business route (BR) and M-21 intersection in Clinton County. The original authorization provides for design services to be performed for reconstruction and widening of the roadway at the US-127BR and Old 27/State Road, Clinton County (CS 19032 - JN 79780C). The authorization term remains unchanged, September 21, 2006, through April 12, 2009. The revised authorization amount will be \$313,096.76. The contract term is April 13, 2006, through April 12, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: These additional design services are required in order to complete the design of roadway improvements that are scheduled to be let for bids in October 2007 and be constructed in 2008. If the services are not approved, the design will not be completed and the roadway improvements will not take place as planned. The roadway condition and safety will continue to deteriorate. In particular, it is imperative for the safety and operation of the trunk line system that the proposed improvements to the US-127BR and M-21 intersection, and the replacement of the existing bridge over the railroad corridor are completed. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services, including designing a temporary traffic signal system for maintaining traffic during roadway reconstruction on US-127BR and M-21 intersection in Clinton County.

Benefit: The use of a temporary traffic signal will allow traffic to be maintained through the construction site during the project and will avoid the use of local roads and streets as detour routes. This will provide less disruption and will minimize negative impact to local residences and businesses during the construction project. In addition, the cost of the temporary traffic signal is less than the cost of improvements to local roads and streets that would be necessary if they were used as detour routes.

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, a detour route will be required for M-21 trunkline traffic during the construction project. Traffic would be detoured onto local roads and streets, which would negatively impact local residents and businesses and would be more costly to the project.

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

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

New Project Identification: This is not a new project.

Zip Code: 48879.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2006-0410) between MDOT and Williams & Works, Inc., will provide for the performance of a road design survey for the US-131 business route, in the city of Cadillac, Wexford County (CS 83061 - JN 79356C). The work items include mapping the existing road, intersections, and surrounding area for a total road reconstruction design. The authorization will be in effect from the date of award through June 20, 2009. The authorization amount will be \$124,742.04. The contract term is June 21, 2006, through June 20, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide the design survey for a critical highway project that is included in the MDOT Five Year Plan. The survey will take three to four months to complete and must be performed as soon as possible to allow design activities to commence and meet the tight project schedules. The pavement is in poor condition. This is a very high profile project in the Cadillac community with extensive public involvement. Complex design issues with this urban reconstruction will require time to resolve. Any delay in the survey schedule would likely require survey work to be performed during winter months, which would be costly and inefficient in an urban environment in the North Region.

Purpose/Business Case: The scope of work includes pavement reconstruction, curb and gutter replacement and drainage improvements, railroad crossing rehabilitation, traffic signal upgrading, and miscellaneous safety improvements, including access management measures. A tentative enhancement component of the project includes streetlights, pedestrian facility improvements, and landscaping. Local participation work will include utility replacements and additional pedestrian facility improvements. The purpose of this contract is to provide the survey information required for the design work.

Benefit: The pavement is in poor condition, and there are many deficiencies throughout the corridor. Improving the roadway will enhance the traffic flow, pedestrian safety, ride quality, and storm water drainage.

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: The existing roadway is deteriorating and must be reconstructed in a timely manner. Pedestrian safety is a concern in the community. The city of Cadillac is budgeting and committing funds toward the project.

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

Selection: Qualifications-based Selection

New Project Identification: This is not a new project.

Zip Code: 49601.

30. HIGHWAYS – IDS Engineering Services

Authorization (Z22) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of traffic signal optimization program management services for various corridors and at isolated intersections (132 signalized intersections) in the Cadillac Transportation Service Center (TSC), Traverse City TSC, Grayling TSC, and Alpena TSC service areas in the North Region (CSs Various – JN 89105C). The work items include quality assurance/quality control analysis, review of data collection, review of engineering evaluations, review of timing optimization and implementation, and review of final project documentation. The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$121,859.90. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: It is critical that this authorization be approved on this agenda to allow the project management of two related signal optimization projects in the North Region. The traffic optimization upgrades must be done during the summer months. As the result, this authorization cannot be deferred until an October 2007 agenda.

Purpose/Business Case: To provide project management services for two signal optimization projects in the North Region (Cadillac TSC, Traverse City TSC, Grayling TSC, and Alpena TSC service areas).

Benefit: Will provide a quality product for both of the signal optimization projects.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this work is not performed, we may not receive a quality product for the two signal optimization projects.

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

Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 48909.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z19) under Contract (2006-0616) between MDOT and Wade Trim Associates, Inc., will provide for the performance of a traffic study and the draft and final engineering reports for improvements at the intersection of M-153 at Beck Road in Canton Township, Wayne County (CS 82081 - JN 88407). The work items include inventorying existing conditions and identifying existing deficiencies, determining future conditions and identifying potential future deficiencies, evaluating alternative actions, including real estate evaluation for each alternative, and preparing a study report. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$244,907.37. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: It is critical that this authorization be approved on this agenda in order to utilize the designated earmarked funding for this project in FY 2007.

Purpose/Business Case: To provide for the performance of a traffic study and the draft and final engineering reports for improvements at the intersection of M-153 at Beck Road in Canton Township, Wayne County. The study will include proposed improvements along with recommendations on geometrics, utility and drainage impacts, right-of-way requirements, Context Sensitive Solutions, constructability, construction staging, maintaining traffic concepts, preliminary geotechnical analysis, and design surveys.

Benefit: Will improve efficiency and safety at the intersection.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this project is not approved, the design and construction of the intersection improvement project could be delayed, and federal funding, could be lost.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48187.

32. HIGHWAYS - Participation for Local Agency Preliminary Engineering

Contract (2006-5449) between MDOT and the Genesee County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

The performance of preliminary engineering activities for roadway improvements along Bristol Road from Highway I-69 to North Torrey Road.

Estimated Funds:

Federal Highway Administration Funds	\$117,040
State Restricted Local Jobs Today Funds	\$ 29,260
Genesee County Road Commission Funds	\$ _____ 0
Total Funds	<u>\$146,300</u>

HPSL 25402 - 87265
 Local Preliminary Engineering

Criticality: The design phase of this project has been approved under the Local Jobs Today Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan’s economy, and is necessary before construction of the project can take place. Delaying this phase of the project would result in the delay of the construction phase of the project, adversely affecting the goal of the Local Jobs Today Program to stimulate the state’s economy.

Purpose/Business Case: To provide for participation in transportation activities under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU).

Benefit: Will allow the project to move forward and funds from SAFETEA-LU to be expended.

Funding Source: Federal High Priority Projects Funds and State Local Jobs Today Funds.

Commitment Level: 80% federal, 20% state up to \$32,000; based on estimate.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Selection: Qualification-based.

New Project Identification: This is a new project.

Zip Code: 48507.

33. HIGHWAYS - Participation for Local Agency Construction Contract

Amendatory Contract (2006-5564) between MDOT and the City of Dearborn will provide for participation in the following improvements:

PART A

Bridge replacement work for a portion of structure S09 of 82192, which carries Paul Avenue over Highway M-39 (Southfield Freeway), located within the corporate limits of the city of Dearborn.

PART B

Superstructure replacement work on structure S05 of 82192, which carries Rotunda Drive over Highway M-39, including approach work, located within the corporate limits of the city of Dearborn.

The purpose of this amendment is to provide for the utilization of federal toll credits to pay for portions of the project cost.

Estimated Funds:

PART A	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$684,100	\$ 0	\$684,100
Federal Toll Credits	\$ 0	\$ 250,400	\$250,400
State Restricted Trunkline Funds	\$219,100	(\$219,100)	\$ 0
City of Dearborn Funds	<u>\$ 31,300</u>	<u>(\$ 31,300)</u>	<u>\$ 0</u>
Total Funds	<u>\$934,500</u>	<u>\$ 0</u>	<u>\$934,500</u>

PART B	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$2,587,000	\$ 0	\$2,587,000
Federal Toll Credits	\$ 0	\$ 646,800	\$ 646,800
State Restricted Trunkline Funds	\$ 565,900	(\$565,900)	\$ 0
City of Dearborn Funds	<u>\$ 80,900</u>	<u>(\$ 80,900)</u>	<u>\$ 0</u>
Total Funds	<u>\$3,233,800</u>	<u>\$ 0</u>	<u>\$3,233,800</u>

TOTAL	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
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* Denotes a non-standard contract/amendment

Federal Highway Administration Funds	\$3,271,100	\$ 0	\$3,271,100
Federal Toll Credits	\$ 0	\$ 897,200	\$ 897,200
State Restricted Trunkline Funds	\$ 785,000	(\$785,000)	\$ 0
City of Dearborn Funds	\$ 112,200	(\$112,200)	\$ 0
Total Funds	<u>\$4,168,300</u>	<u>\$ 0</u>	<u>\$4,168,300</u>

BRO 82192 – 60512; BHN 82192 - 79095; Wayne County
Amendment

Criticality: Amendment fulfills a long-standing commitment made to the city of Dearborn under Contract (04-5400). This amendment benefits MDOT in that the non-federal share of the project will be paid with federal toll credits instead of a state and local match. Although these toll credits do not expire, there is competition with other agencies for these funds. For the reasons stated above, this project cannot be deferred until October 2007.

Purpose/Business Case: Agreement fulfills commitments made to the city of Dearborn under Contract (04-5400).

Benefit: Reduces MDOT and City funding.

Funding Source: Federal Highway Administration Funds and federal toll credits.

Commitment Level: 100% federal funds for Part A and Part B.

Risk Assessment: With amendment, MDOT and City costs are reduced to \$0.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48126.

34. HIGHWAYS - Participation for Local Agency Construction Contract
Amendatory Contract (2006-5565) between MDOT and the City of Dearborn will provide for participation in the following improvements:

PART A

Reconstruction work on Highway M-153 (Ford Road) from Mercury Drive to Highway US-12 within the corporate limits of the city of Dearborn.

PART B

Placement of approximately 239 feet of 4-inch diameter polyvinyl chloride (PVC) conduit for future communication use along the south side of Highway M-153 (Ford Road) near the intersection with Ternes Street and Schaefer Road within the corporate limits of the city of Dearborn.

PART C

Replacement of existing watermain along Highway M-153 (Ford Road) between Mercury Drive and Highway US-12, including the upgrade of portions of existing watermain at various locations within the corporate limits of the city of Dearborn.

PART D

Superstructure replacement work on structure S03 of 82081, which carries Greenfield Road over Highway M-153 (Ford Road), within the corporate limits of the city of Dearborn.

The purpose of this amendment is to provide for the utilization of federal toll credits to pay for portions of the project cost in Parts A, C, and D. No changes are being made to Part B.

Estimated Funds:

<u>PART A</u>	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$16,022,800	\$ 0	\$16,022,800
Federal Toll Credits	\$ 0	\$ 3,553,000	\$ 3,553,000
State Restricted Trunkline Funds	\$ 3,108,900	(\$3,108,900)	\$ 0
City of Dearborn Funds	\$ 444,100	(\$ 444,100)	\$ 0
Total Funds	<u>\$19,575,800</u>	<u>\$ 0</u>	<u>\$19,575,800</u>

<u>PART C</u>	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$2,052,134	\$ 0	\$2,052,134
Federal Toll Credits	\$ 0	\$ 455,054	\$ 455,054
State Restricted Trunkline Funds	\$ 227,527	(\$227,527)	\$ 0
City of Dearborn Funds	\$ 227,527	(\$227,527)	\$ 0
Total Funds	<u>\$2,507,188</u>	<u>\$ 0</u>	<u>\$2,507,188</u>

<u>PART D</u>	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$2,452,350	\$ 0	\$2,452,350
Federal Toll Credits	\$ 0	\$ 543,800	\$ 543,800
State Restricted Trunkline Funds	\$ 475,800	(\$475,800)	\$ 0
City of Dearborn Funds	\$ 68,000	(\$ 68,000)	\$ 0
Total Funds	<u>\$2,996,150</u>	<u>\$ 0</u>	<u>\$2,996,150</u>

<u>TOTAL</u>	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$20,527,284	\$ 0	\$20,527,284
Federal Toll Credits	\$ 0	\$ 4,551,854	\$ 4,551,854
State Restricted Trunkline Funds	\$ 3,812,227	(\$3,812,227)	\$ 0
City of Dearborn Funds	\$ 739,627	(\$ 739,627)	\$ 0
Total Funds	<u>\$25,079,138</u>	<u>\$ 0</u>	<u>\$25,079,138</u>

NH 82081 – 47066, 51498; Wayne County
Amendment

Criticality: Amendment fulfills a long-standing commitment made to the city of Dearborn under Contract (04-5400). This amendment benefits MDOT in that the non-federal share of the project will be paid with federal toll credits instead of a state and local match. Although these toll credits do not expire, there is competition with other agencies for these funds. For the reasons stated above, this project cannot be deferred until October 2007.

Purpose/Business Case: Agreement fulfills commitments made to the city of Dearborn under Contract (04-5400).

Benefit: Reduces MDOT and City funding.

Funding Source: Federal Highway Administration Funds and federal toll credits.

Commitment Level: 100% federal funds for Part A, Part C, and Part D.

Risk Assessment: With amendment, MDOT and City costs are reduced to \$0.

Cost Reduction: N/A.

* Denotes a non-standard contract/amendment

Selection: N/A.
New Project Identification: N/A.
Zip Code: 48126.

35. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2006-5566) between MDOT and the City of Dearborn will provide for participation in the following improvements:

Slope restoration work, sidewalk ramp adjustments, and drainage adjustments along Highway US-12 (Michigan Avenue) between Firestone Street and Highway I-94 within the corporate limits of the city of Dearborn.

The purpose of this amendment is to provide for the utilization of federal toll credits to pay for portions of the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$628,600	\$ 0	\$628,600
Federal Toll Credits	\$ 0	\$ 139,400	\$139,400
State Restricted Trunkline Funds	\$122,000	(\$122,000)	\$ 0
City of Dearborn Funds	<u>\$ 17,400</u>	<u>(\$ 17,400)</u>	<u>\$ 0</u>
Total Funds	<u>\$768,000</u>	<u>\$ 0</u>	<u>\$768,000</u>

NH 82062 – 84088; Wayne County
 Amendment

Criticality: Amendment fulfills a long-standing commitment made to the city of Dearborn under Contract (04-5400). This amendment benefits MDOT in that the non-federal share of the project will be paid with federal toll credits instead of a state and local match. Although these toll credits do not expire, there is competition with other agencies for these funds. For the reasons stated above, this project cannot be deferred until October 2007.

Purpose/Business Case: Agreement fulfills commitments made to the city of Dearborn under Contract (04-5400).

Benefit: Reduces MDOT and City funding.

Funding Source: Federal Highway Administration Funds and federal toll credits.

Commitment Level: 100% federal funds for Part A and Part B.

Risk Assessment: With amendment, MDOT and City costs are reduced to \$0.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48126.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2007-0304) between MDOT and DLZ Michigan, Inc., will provide for traffic and safety services to be performed for the Southwest Region (CS 84915 - JN 890860). The services include developing project listings for the Southwest Region 2009-2011 Safety Programs, including initial project identification, draft Time of Return (TOR) analysis, conceptual plan development, and formal TOR analysis. The authorization will be in effect from the date of award through October 23, 2009. The authorization amount will be \$109,894.53. The contract term is October 24, 2006, through October 23, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This work is required to identify potential high traffic crash locations within the Southwest Region. The work must be completed prior to October 1, 2007, to utilize safety funds in the 2008 program. The project is critical in protecting the safety of motorists. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for traffic and safety services to be performed for the Southwest Region.

Benefit: Will provide for properly prioritizing safety funds in the 2008 safety program to assist in protecting the safety of motorists.

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 service is not approved, potential high crash locations may be overlooked and/or not properly prioritized, which could result in increased safety for motorists.

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 a new project.

Zip Code: 84915.

37. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2007-0304) between MDOT and DLZ Michigan, Inc., will provide for full construction inspection and testing services to be performed for I-94 eastbound from east of M-40 to east of the Kalamazoo County line, Kalamazoo and Van Buren Counties (CS 80024 - JN 83935A). 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 October 23, 2009. The authorization amount will be \$367,138.42. The contract term is October 24, 2006, through October 23, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Inspection and testing are critical to the successful completion of MDOT projects. The consultant will ensure that the project will meet all federal and state requirements. The construction project is scheduled to start in June 2007. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for full construction inspection and testing services to be performed for I-94 eastbound from east of M-40 to east of the Kalamazoo County line, Kalamazoo and Van Buren Counties.

Benefit: Will provide for 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 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.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 49071.

38. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2007-0305) between MDOT and Eagle Consultant Engineering, LLC, will provide for as-needed consultant construction administrative oversight for local agency contracts to be performed within the Metro Region. The authorization will be in effect from the date of award through October 17, 2009. The authorization amount will be \$124,936.72. The contract term is October 18, 2006, through October 17, 2009. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: MDOT is required to administer federal funds for local agency projects. It is critical that these funds are monitored to ensure proper use. This contract will provide assistance in the inspection and administration of local agency projects to ensure that FHWA rules and regulations are followed. The current contract for this work expires on July 31, 2007. Failure to provide a new authorization prior to October 2007 would result in MDOT not being able to meet FHWA requirements.

Purpose/Business Case: Will provide for as-needed consultant construction administrative oversight for local agency contracts to be performed within the Metro Region.

Benefit: Will ensure that all project-related technical issues within the Metro Region are reviewed in a timely manner and that work conforms to all state and federal guidelines.

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: 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: 48216.

39. HIGHWAYS – IDS Engineering Services

Authorization (Z11) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for traffic signal optimization services to be performed for various corridors and at isolated intersections in the Cadillac and Traverse City Transportation Service Center (TSC) service areas in the North Region (CS various – JN 89105C). The work items include plans for the development of optimized timing, plans for updating the corridor signal progression, and safety analyses for each intersection. The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$328,391.33. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: It is critical that this authorization be approved on this agenda to allow long-needed upgrades to be made to traffic signals at these locations. Traffic signal upgrades must be made during the summer months. As a result, this authorization cannot be deferred until an October 2007 or later State Administrative Board Agenda.

Purpose/Business Case: To develop optimized timing plans to maximize the efficiency of the existing roadway system along various corridors and at isolated intersections (62 signalized intersections) in the Cadillac and Traverse City TSC service areas in the North Region. The project will include the update of corridor signal progressions to move traffic as efficiently as possible and a safety analysis for each intersection, including a crash analysis and identification of any hardware or geometric improvements.

Benefit: Will reduce delays, travel time, fuel consumption, and pollutants. The new timings will be updated using our latest guidelines and clearance intervals, which may reduce crashes.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this work is not performed at this time, motorists will continue to experience delays and increased travel times and fuel consumption. An opportunity to reduce related pollutants will be lost.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

40. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2007-0461) between MDOT and Tyme Engineering, Inc., will provide for the performance of full construction engineering services for hot mix asphalt (HMA) coldmilling and resurfacing with shoulder widening on M-154 from South Channel Road to Clays Landing, St. Clair County (CS 77071 - JN 78986A). The authorization will be in effect from the date of award through March 22, 2010. The authorization amount will be \$124,342.82. The contract term is March 23, 2007, through March 22, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Approval of this authorization is needed at this time so that construction engineering services can be provided for projects that have been let and scheduled for construction during summer 2007.

Purpose/Business Case: To provide for the performance of full construction engineering services, for HMA coldmilling and resurfacing with shoulder widening on M-154 from South Channel Road to Clays Landing, St. Clair County

Benefit: Will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

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: Failure to approve 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: 48060.

41. HIGHWAYS – IDS Engineering Services

Authorization (Z1) under Contract (2007-0560) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for the traffic signal optimization services to be performed along various corridors and at isolated intersections in the Alpena and Grayling Transportation Service Center (TSC) service areas in the North Region (CS various – JN 89105C). The work items include plans for the development of optimized timing, plans for updating the corridor signal progression, and safety analyses for each intersection. The authorization will be in effect from the date of award through the expiration of the indefinite delivery of services (IDS) contract. The authorization amount will be \$355,292.47. The contract will be in effect from the date of award through three years. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: It is critical that this authorization be approved on this agenda to allow long-needed upgrades to be made to traffic signals at these locations. Traffic signal upgrades must be made during the summer months. As a result, this authorization cannot be deferred until an October 2007 or later State Administrative Board Agenda.

Purpose/Business Case: To develop optimized timing plans to maximize the efficiency of the existing roadway system along various corridors and at isolated intersections (70 signalized intersections) in the Alpena and Grayling TSC service areas in the North Region. The project will include the update of corridor signal progressions to move traffic as efficiently as possible and a safety analysis for each intersection, including a crash analysis and identification of any hardware or geometric improvements.

Benefit: Will reduce delays, travel time, fuel consumption, and pollutants. The new timings will be updated using our latest guidelines and clearance intervals, which may reduce crashes to the public.

Funding Source: 100% Federal Highway Administration Funds.

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

Risk Assessment: If this work is not performed at this time, motorists will continue to experience delays and increased travel times and fuel consumption. An opportunity to reduce related pollutants will be lost.

Cost Reduction: Costs in professional service 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.

Zip Code: 48909.

42. HIGHWAYS - IDS Engineering Services

Contract (2007-0586) between MDOT and Progressive AE 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.

Criticality: Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

43. HIGHWAYS - IDS Engineering Services
Contract (2007-0587) between MDOT and HNTB Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Criticality: Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

44. HIGHWAYS - IDS Engineering Services
Authorization (Z1) under Contract (2007-0587) between MDOT and HNTB Michigan, Inc., will provide for as-needed inspection and testing services to be performed for the Port Huron Transportation Service Center (TSC). The work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through the expiration of the indefinite delivery of services (IDS) contract. The authorization amount will be \$561,999.62. The contract will be in effect from the date of award through three years. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Approval of this authorization is needed at this time so that inspection and testing services can be provided for projects that have been let and scheduled for construction during summer 2007.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Port Huron TSC. The work items include project administration, quality assurance testing, and preparation and documentation of project records.

Benefit: Will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

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

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

Risk Assessment: Failure to provide the services outlined could result in the 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: 48060.

45. HIGHWAYS - IDS Engineering Services
Contract (2007-0588) between MDOT and Bergmann 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.

Criticality: Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

46. HIGHWAYS - IDS Engineering Services

Contract (2007-0593) between MDOT and Smith Group JJR, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Criticality: Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

47. HIGHWAYS - IDS Engineering Services

Contract (2007-0595) between MDOT and Collins Engineers, 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.

Criticality: Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

48. HIGHWAYS - Participation for Local Agency Construction Contract

Amendatory Contract (2007-5187) between MDOT and the Iron County Road Commission will provide for participation in the following improvements:

Bituminous paving work along Paint Lake Road from Smokey Lake Road northerly to Highway US-2, including milling, base reconditioning, and pavement marking work.

The purpose of this amendment is to provide an increase in the maximum amount of federal funds from \$1,650,000 to \$1,800,000 to be applied to the eligible items of the project cost. The estimated cost of the project reflects the maximum amount in which the Federal Highway Administration will participate.

Estimated Funds:

Federal Highway Administration Funds	\$1,800,000
Iron County Road Commission Funds	\$ 0
Total Funds	<u>\$1,800,000</u>

FFH 36017 - 47036
Amendment

Criticality: This project was let in January 2007 and awarded in March 2007. Delaying this amendment would keep MDOT from correctly billing the County for eligible project costs in excess of \$1,650,000.

Purpose/Business Case: To amend the original contract to increase the maximum amount of federal funds from \$1,650,000 to \$1,800,000 for the project.

Benefit: The County's share of the project cost will be reduced for those costs exceeding \$1,650,000, and the County will be properly billed.

Funding Source: Federal Forest Highways Funds.

Commitment Level: 100% federal up to \$1,800,000 and the balance, if any, by Iron County Road Commission; based on estimate.

Risk Assessment: Without approval of the change in funding, the County would be incorrectly billed for a portion of the project once the eligible costs exceeded \$1,650,000.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49935.

49. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2007-5213) between MDOT and the City of Lansing will provide for participation in the following Transportation Enhancement improvements:

Streetscaping work along Washington Avenue from Shiawassee Street to Ottawa Street, including concrete sidewalk, brick paver, historic lighting, bench, rain garden, and tree planting work.

Estimated Funds:

Federal Highway Administration Funds	\$ 266,800
City of Lansing Funds	<u>\$1,067,200</u>
Total Funds	<u>\$1,334,000</u>

STE 33044 – 89961; Ingham County

Local Letting

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not be expended on any other activity. If Michigan does not use these funds, they would be made available to other states and Michigan residents would lose out on the benefits afforded by the use of these funds in Michigan. In addition, the community to receive these funds has already invested significant local dollars in the planning and design of the project and is depending on the Transportation Enhancement Activities Funds to bring its investment to fruition and construct the project. Delaying this project would adversely impact the community as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: Enhancement of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Lansing Funds.

Commitment Level: 20% federal up to \$266,800 and the balance by City of Lansing; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New enhancement of existing roadway.

Zip Code: 48933.

50. HIGHWAYS – Memorandum of Understanding

Memorandum of Understanding (2007-5218) between MDOT and the Michigan Department of Natural Resources will provide for participation in the following Transportation Enhancement improvements:

Non-motorized trail and landscaping work from the intersection of Russell Road and Summit Avenue northerly to the intersection of Pine Street and Northland Drive for the White Pine Trail in Kent County, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$ 880,033
Michigan Department of Natural Resources Funds	<u>\$ 220,008</u>
Total Funds	<u>\$1,100,041</u>

STE 41053 – 58156; Kent County

Local Letting

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not be expended on any other activity. If Michigan does not use these funds, they would be made available to other states and Michigan residents would lose out on the benefits afforded by the use of these funds in Michigan. In addition, the agency to receive these funds has already invested significant dollars in the planning and design of the project and is depending on the Transportation Enhancement Activities Funds to bring its investment to fruition and construct the project. Delaying this project would adversely impact the agency as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: Will provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Michigan Department of Natural Resources Funds.

Commitment Level: 80% federal up to \$880,033 and the balance by Michigan Department of Natural Resources; based on estimate

Risk Assessment: Contract required in order for the Michigan Department of Natural Resources to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49343.

51. HIGHWAYS - Participation for Local Agency Construction Contract
 Amendatory Contract (2007-5222) between MDOT and the City of Crystal Falls will provide for funding participation in the following Transportation Enhancement improvements:

Furnishing and installation of decorative streetlighting along Highway M-69 from Highway US-2/US-141 easterly to River Street.

The purpose of this amendment is to remove the cap of \$183,600 on Federal Highway Administration Funds in accordance with federal policies. The project cost and the distribution of payments will remain unchanged.

Estimated Funds:

Federal Highway Administration Funds	\$183,600
State Restricted Trunkline Funds	\$ 61,200
City of Crystal Falls Funds	<u>\$ 61,200</u>
Total Funds	<u>\$306,000</u>

STE 36023 – 72579; Iron County
 Amendment

Criticality: Amendment removes cap on federal funds for enhancement project as was originally intended in the award statement.

Purpose/Business Case: To remove cap of \$183,600 in federal funds.

Benefit: Compliance with federal policies.

Funding Source: Federal Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of Crystal Falls Funds.

Commitment Level: 60% federal, 20% state, and 20% city; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds and to enable the state to pay for its share.

Cost Reduction: City-owned utility is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49220.

52. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5229) between MDOT and the City of South Lyon will provide for participation in the following Transportation Enhancement improvements:

Streetscaping work along Lafayette Street from Liberty Street to McHattie Street, including concrete sidewalk, street lighting, and tree planting work.

Estimated Funds:

Federal Highway Administration Funds	\$257,525
City of South Lyon Funds	<u>\$138,667</u>
Total Funds	<u>\$396,192</u>

STE 63022 – 87272; Oakland County
 Local Letting

* Denotes a non-standard contract/amendment

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not be expended on any other activity. If Michigan does not use these funds, they would be made available to other states and Michigan residents would lose out on the benefits afforded by the use of these funds in Michigan. In addition, the community to receive these funds has already invested significant local dollars in the planning and design of the project and is depending on the Transportation Enhancement Activities Funds to bring its investment to fruition and construct the project. Delaying this project would adversely impact the community as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: Enhancement of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and City of South Lyon Funds.

Commitment Level: 65% federal up to \$257,525 and the balance by the City of South Lyon; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New enhancement of existing roadway.

Zip Code: 48178.

53. HIGHWAYS – Participation for Local Agency Construction Contract

Contract (2007-5234) between MDOT and the City of Reed City will provide for participation in the construction of the following Transportation Enhancement improvements:

Site improvements for trailhead staging area along Daily Street from the Highway US-10 business route (North Chestnut Street) to the White Pine Trail, including grading, aggregate base, lighting, and landscaping work.

Estimated Funds:

Federal Highway Administration Funds	\$221,165
City of Reed City Funds	<u>\$ 73,721</u>
Total Funds	<u>\$294,886</u>

STE 67122 – 84917; Osceola County

Local Letting

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not be expended on any other activity. If Michigan does not use these funds, they would be made available to other states and Michigan residents would lose out on the benefits afforded by the use of these funds in Michigan. In addition, the community to receive these funds has already invested significant local dollars in the planning and design of the project and is depending on the Transportation Enhancement Activities Funds to bring its investment to fruition and construct the project. Delaying this project would adversely impact the community as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: To provide improvements to pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Reed City Funds.

Commitment Level: 75% federal up to \$221,165 and balance by the City of Reed City; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New improvements to pedestrian and bicycle facilities.

Zip Code: 49677.

54. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2007-5260) between MDOT and the City of St. Louis will provide for funding participation in the following Transportation Enhancement improvements:

Furnishing and installation of decorative streetlighting along the Highway US-127 business route from approximately 200 feet south of Crawford Street northerly to Highway M-46, including the vicinity of the Pere Marquette Depot.

Estimated Funds:

Federal Highway Administration Funds	\$56,400
State Restricted Trunkline Funds	\$13,100
City of St. Louis Funds	<u>\$12,200</u>
Total Funds	<u>\$81,700</u>

STE 29016 – 87601; Gratiot County
Local Force Account

Criticality: This work is needed to be performed in advance of the MDOT-let streetscape enhancement project.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU).

Benefit: Beautification of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of St. Louis Funds.

Commitment Level: 69% federal, 16% state, and 15% City; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds and to enable the state to pay for its share.

Cost Reduction: City-owned utility is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: New beautification of existing roadway.

Zip Code: 48880.

55.-73. HIGHWAYS – Local Jobs Today Program Loans

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for LJT matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from “advance construction” to regular federal aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loan will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. The loan contracts will be in effect from the date of award either through September 30, 2009, or through September 30, 2010, depending on the expected date of availability of future federal aid. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2007, and are being advanced to the fiscal year that began October 1, 2006.

<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
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* Denotes a non-standard contract/amendment

55.	2007-7177	84365	City of Ferrysburg	Hot mix asphalt resurfacing work along 174 th Avenue from From Van Wagoner Road to Leppinks Plaza	\$ 403,019
56.	2007-7183	89611 Montague	City of Montague	Reconstruction work along Old Channel Trail from Cook Street to Bowen Street	\$ 375,000
57.	2007-7184	89884	Kent CRC	Reconstruction work along Patterson Avenue from 36 th Street to 28 th Street	\$ 482,790
58.	2007-7185	72384	Village of Ontonagon	Cold milling and hot mix asphalt paving work along Houghton Street from Michigan Avenue to Lakeshore Drive and along Lakeshore Drive from Houghton Street northeasterly to the village limits	\$ 252,000
59.	2007-7186	89575	Delta CRC	Hot mix asphalt paving work along County Road 186 from Highway M-35 to Highway US-2/US-41	\$ 100,224
60.	2007-7198	89565	Muskegon CRC	Hot mix asphalt resurfacing work along Holton Whitehall Road from Highway US-31 Easterly 10.4 miles, along Russell Road from West Bard Road to White Lake Drive, along Whitehall Road from Duck Lake Road to Tell Road, and along Riley Thompson Road from Russell Road to Highway M-120	\$ 960,480
61.	2007-7199	89992	Monroe CRC	Hot mix asphalt cold cold milling and resurfacing work along Lewis Avenue from approximately 1,000 feet north of Sterns Road to the tracks of the Ann Arbor Railroad	\$ 813,000
62.	2007-7202	58404	Oscoda CRC	single and double chip seal work along County Road 489 (Red Oak Road) from F-32 (Miller Road) to the Oscoda north county line	\$ 159,900

63.	2007-7203	51692	Gratiot CRC	Hot mix asphalt resurfacing with aggregate shoulder work along Washington Road from North Alger Road to North Jerome Road	\$ 239,800
64.	2007-7204	51704	Houghton CRC	Hot mix asphalt paving work along Liminga Road from North Superior Road to Holman School Road	\$ 280,000
65.	2007-7205	83464	Houghton CRC	Hot mix asphalt resurfacing work along Misery Bay Road from the Houghton/Ontonagon county line to Jassko Road	\$ 180,300
66.	2007-7208	51763	Houghton CRC	Hot mix asphalt paving work along Bootjack Road (County Road 641) from Gregory Street to the Traprock River bridge	\$ 104,000
67.	2007-7208	52779	Houghton CRC	Hot mix asphalt paving work long Valley Road from Woodbush Road to the south Village limits of Cooper City	\$ 160,000
68.	2007-7208	72391	Houghton CRC	Hot mix asphalt paving work along Bootjack Road from Rice Lake Road to Mud Lake Road	\$ 290,000
69.	2007-7210	54197	Houghton CRC	Hot mix asphalt paving work long Baltic Onkalos Corner Road from the Portage/Adams township line to Superior Road	\$ 288,000
70.	2007-7210	83468	Houghton CRC	Hot mix asphalt resurfacing work along Chassel Painesdale Road from Baltic Onkalos Corner Road to the east city limits of Painesdale	\$ 160,000
71.	2007-7210	83469	Houghton CRC	Hot mix asphalt paving work along Baltic Onkalo Road from the Adams/Portage township line to Stanton Avenue	\$ 212,000
72.	2007-7212	87989	Monroe CRC	Hot mix asphalt resurfacing work along Sumpter Road from Stout Road to Colf Road	\$1,122,300
73.	2007-7249	88375	City of Midland	Cold milling and resurfacing work along North Saginaw Street from Sugnet Street to approximately 200 feet west of Tucker Street	\$ 375,000

Criticality: These loans are offered under the LJT Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy, and are necessary for the local agencies to finance the associated construction of the transportation projects. Delaying these loans would delay the construction of the projects, adversely affecting the goal of the Local Jobs Today Program to stimulate the state's economy.

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

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

Funding Source: State LJT loan funds.

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

Risk Assessment: Projects approved for LJT matching grant funds may not be able to be built without the LJT loan.

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

Selection: N/A.

New Project Identification: Improvement of existing roadways.

Zip Code: 48909.

74. *HIGHWAYS (Maintenance) – Removal of Requirement

Amendatory Contract (2004-0586/A1) between MDOT and the Board of County Road Commissioners of the County of Presque Isle will remove the requirement for MDOT to draft guidelines on participation in environmental matters and for the parties to perform three studies. The parties determined that the inclusion of this provision is not required for performance under this contract. The original contract provides for routine maintenance services to be performed on state trunkline highways in Presque Isle County. The contract term remains unchanged, October 1, 2004, through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The parties determined that this provision was added in error and is not required for performance under this contract. It is critical that this amendment be approved as soon as possible so MDOT is not liable for the performance of a task that does not need to be performed.

Purpose/Business Case: To remove the requirement for MDOT to draft guidelines on participation in environmental matters and for the parties to perform three studies. The original contract provides for routine maintenance services to be performed on state trunkline highways in Presque Isle County.

Benefit: Will ensure that correct requirements are included in the contract.

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 this amendment is not approved, MDOT could be held liable for the performance of a task that that does not need to be performed.

Cost Reduction: The work plan developed for this contract will be monitored on a monthly basis to prevent use of the trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49779.

75. *HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2007-0447) between MDOT and the Board of County Road Commissioners of the County of Presque Isle will provide for state trunkline maintenance services to be performed on state trunklines within Presque Isle County. The contract will be in effect from October 1, 2007, through September 30, 2012.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract is on a cost reimbursement basis, subject to final audits to actual costs. Billings are submitted by the county on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the county. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual county budget. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed and work is delayed, maintenance functions of state trunklines in Presque Isle will be delayed, which could result in unsafe road conditions.

Purpose/Business Case: To provide for routine maintenance services to be performed on state trunklines in Presque Isle County.

Benefit: This contract will provide for the most cost-effective and efficient way of delivering essential maintenance services to the county.

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: The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance could result in an unsafe travel environment.

Cost Reduction: The work plan developed for this contract will be monitored on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This contract will provide for the performance of routine maintenance services.

Zip Code: 49779.

76. TRANSPORTATION PLANNING - Ozone Action Outreach Program

Project Authorization Revision (Z15/R1) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will add \$93,750 to the authorization to provide for ongoing project-related activities. The original authorization provides for activities to raise public awareness of and expand the Ozone Action Outreach Program in the Grand Rapids Metropolitan Area. GVMC staff will engage in promotional/educational activities with local media at community events. The authorization term remains unchanged, February 22, 2007, through September 30, 2007. The revised authorization amount will be \$141,271. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% GVMC Funds.

Criticality: It is critical that this revision be approved because this program is an integral part of the area's maintenance efforts for the upcoming summer ozone season. These updates to the Unified Work Program (UWP) are mandated by 23 CFR 450.314(a) (1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

Purpose/Business Case: GVMC staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

Benefit: Will raise public awareness of the Ozone Action Day Program in the Grand Rapids area.

Funding Source: Dedicated federal funds that must be passed through to the metropolitan planning organizations (MPOs) per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% GVMC Funds.

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

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

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

Selection: N/A.

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

Zip Code: 49503.

77. TRANSPORTATION PLANNING - Ozone Action Outreach Program

Project Authorization Revision (Z17/R1) under Master Agreement (2006-0006) between MDOT and the Macatawa Area Coordinating Council will add \$37,659 to the authorization to provide for ongoing project-related activities. The original authorization provides for activities to raise public awareness of and expand the Ozone Action Outreach Program in the Macatawa Area. The authorization term remains unchanged, February 1, 2007, through September 30, 2007. The revised authorization amount will be \$45,982. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% Macatawa Area Coordinating Council Funds.

Criticality: It is critical that this revision be approved because this program is an integral part of the area's maintenance efforts for the upcoming summer ozone season. These updates to the Unified Work Program (UWP) are mandated by 23 CFR 450.308(b) (c) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

Purpose/Business Case: Macatawa Area Coordinating Council staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

Benefit: Will raise public awareness of the Ozone Action Day Program in the Macatawa area.

Funding Source: Dedicated federal funds that must be passed through to the metropolitan planning organizations (MPOs) per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% Macatawa Area Coordinating Council Funds.

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

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

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

Selection: N/A.

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

Zip Code: 49424.

78.-81. TRANSPORTATION PLANNING – Master Planning Agreements

The following project authorizations under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The authorizations will be in effect from July 1, 2007, through June 30, 2008. The term of the master agreement is from October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

	<u>Auth.#</u>	<u>Urbanized Areas</u>	<u>FHWA Funds</u>	<u>SEMCOG Funds</u>	<u>Total</u>
78.	Z22	Ann Arbor	\$ 349,729	\$ 77,552	\$ 427,281
79.	Z23	Detroit	\$5,626,783	\$1,247,723	\$6,874,506
80.	Z24	Monroe/Toledo	\$ 57,492	\$ 12,748	\$ 70,240
81.	Z25	Port Huron	\$ 306,482	\$ 67,962	\$ 374,444

Criticality: These federally authorized funds must be made available in order for SEMCOG to meet federally mandated requirements as documented in 23CFR Part 450 Section 308 and the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109. [Due to this federal mandate, this project authorization qualifies for exemption under Executive Directive 2007-18: I.A.1: A purchase or contract is required by legal mandate, federal mandate or court order.]

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

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

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

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

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

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

* Denotes a non-standard contract/amendment

Selection: N/A.

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

Zip Code: 48226.

82. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization (Z21) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The metropolitan process will promote consistency between transportation improvements and state and local planned growth and economic development patterns. The authorization will be in effect from July 1, 2007, through June 30, 2008. The authorization amount will be \$1,887,760. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Transit Administration Funds and 20% SEMCOG Funds.

Criticality: These federally authorized funds must be made available in order for SEMCOG to meet federally mandated requirements as documented in Title 23 of the Code of Federal Regulations (CFR) Part 450 Section 308 and the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

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

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

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

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

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

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

Selection: N/A.

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

Zip Code: 48226.

83. TRANSPORTATION PLANNING - Ozone Action Outreach Program

Project Authorization (Z26) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for activities to raise public awareness of and expand the Ozone Action Outreach Program in the Detroit urbanized area. SEMCOG staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from the date of award through September 30, 2007. The authorization amount will be \$80,000. 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 this program is an integral part of the area's maintenance efforts for the upcoming summer ozone season. These updates to the Unified Work Program are mandated by 23 CFR 450.314(a) (1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

Purpose/Business Case: SEMCOG staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

* Denotes a non-standard contract/amendment

Benefit: Will raise public awareness of the Ozone Action Day Program in the Detroit urbanized area.

Funding Source: Dedicated federal funds that must be passed through to the metropolitan planning organizations (MPOs) per the federal regulations cited above. 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 MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

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

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

Selection: N/A.

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

Zip Code: 48226.

84. TRANSPORTATION PLANNING - Ozone Action Plan

Project Authorization Revision (Z9/R1) under Master Agreement (2006-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRDC) will add \$95,000 to the authorization to provide for ongoing project-related activities. The original authorization provides for activities to raise public awareness of and expand the Ozone Action Day Program in the Muskegon area. WMSRDC staff will engage in promotional/educational activities with local media at community events. The authorization term remains unchanged, February 1, 2007, through September 30, 2007. The revised authorization amount will be \$117,168. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% WMSRDC Funds.

Criticality: It is critical that this revision be approved because this program is an integral part of the area's maintenance efforts for the upcoming summer ozone season. These updates to the Unified Work Program are mandated by 23 CFR 450.308(b) (c) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

Purpose/Business Case: WMSRDC staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

Benefit: Will raise public awareness of the Ozone Action Day Program in the WMSRDC area.

Funding Source: Dedicated federal funds that must be passed through to the metropolitan planning organizations (MPOs) per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% WMSRDC Funds.

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

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

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

Selection: N/A.

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

Zip Code: 49443.

85. *TRANSPORTATION PLANNING – ITS Consultant Services

Contract (2007-0599) between MDOT and Center for Automotive Research will provide for assistance in the development of Intelligent Transportation System (ITS) strategies and coordination with the automotive and telecommunications industries. The contract will be in effect from the date of award through September 30, 2009. The contract amount will be \$875,000. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: This contract is for continued assistance in the development of strategic planning tools for ITS and to help Michigan maintain its place as a public leader in the area of Vehicle Infrastructure Integration (VII). This service will assist MDOT in developing and maintaining Michigan Transportation Partnerships (MTPs) with Michigan's Original Equipment Manufacturers (OEMs) and the telecommunications industry for the purpose of improving safety and mobility while relieving congestion by utilizing the latest technology directions and developments that effect transportation. The current contract for ITS and VII services expires on June 30, 2007. In order to avoid a break in service or a retroactive situation, this contract cannot be deferred to an October 2007 or later State Administrative Board.

Purpose/Business Case: To develop and sustain a program at MDOT to improve transportation system safety and operational performance using existing and innovative ITS technologies and to establish wireless connectivity among vehicles and to the roadside infrastructure to help save lives, time, and money and spur economic development. Partnering with public agencies, the automotive industry, and the telecommunications industry to lead the nation in VII research and sustained VII deployment will provide the public foundation for Michigan's new automotive information technology industry and ensure improvements in transportation systems safety and operational performance.

Benefit: Michigan will retain its role as the leader in VII research thereby helping to attract and retain high skill jobs and investment and improve safety and mobility while relieving congestion by utilizing and deploying VII technologies.

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 contract is not approved, Michigan would risk losing its leadership role in ITS and VII technology deployment and an opportunity to attract and retain high skill jobs and investments and related economic benefits.

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

Selection: Best value.

New Project Identification: This is not a new project.

Zip Code: 48108.

SUBCONTRACTS

- | | | | |
|-----|---|------------------------------|-----------------|
| 86. | Advanced Underground Inspection, LLC
38657 Webb Drive
Westland, MI 48185 | Amount Not to Exceed: | \$38,500 |
|-----|---|------------------------------|-----------------|

Description of Work: Catch Basin Cleaning

Approval is requested to authorize the Jackson County Road Commission to award a subcontract for catch basin cleaning at various locations along state trunklines in Jackson County. Costs are based upon a set unit cost per hour that remains fixed for the term of the contract. MDOT found the costs to be reasonable and competitive with those for surrounding counties. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed at this time, the catch basins and tiles could plug causing backup of drainage on state trunklines. The backup of drainage could lead to road flooding, which could result in costly future repairs and hazardous road conditions.

Purpose/Business Case: To provide for catch basin cleaning at various locations along state trunklines in Jackson County.

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

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: Failure to perform this activity could cause the catch basins and tiles to plug, which could result in drainage backups, flooding of trunklines, and costly future road repairs.

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

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

Zip Code: 48185.

- | | | | |
|-----|---|--|---|
| 87. | Albrecht Sand & Gravel Co.
3790 West Sanilac Road
Snover, MI 48472 | Low Bid:
Engineer's Estimate:
Over/Under: | \$ 65,710.57
\$ 72,600.00
- 9.5% |
|-----|---|--|---|

Description of Work: Cold Milling and Asphalt Overlay

Approval is requested to authorize the Huron County Road Commission to award a subcontract for asphalt overlay on M-142 in Huron County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed at this time, the road will continue to deteriorate, which could result in an increased chance of accidents. The chipseal on this road is at the end of its life cycle and will deteriorate quickly if not fixed soon. When chipseal starts deteriorating, there is stone loss from the chipseal, leaving only emulsion on the driving surface. When this surface becomes wet or snow covered, it gets very slippery and causes difficulty in maintaining vehicle control. Overlay is needed to restore skid resistance and prevent accidents.

Purpose/Business Case: To provide for cold milling and asphalt overlay on M-142 in Huron County.

* Denotes a non-standard contract/amendment

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: 48472.

88.	Albrecht Sand & Gravel Co.	Low Bid:	\$ 130,767.46
	3790 West Sanilac Road	Engineer's Estimate:	\$ 154,476.24
	Snover, MI 48472	Over/Under:	- 15.3%

Description of Work: Cold Milling and Asphalt Overlay

Approval is requested to authorize the Huron County Road Commission to award a subcontract for asphalt overlay on M-19 in Huron County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed and work is delayed, the road will continue to deteriorate, which could result in an increased chance of accidents. The micro surface on this road is at the end of its life cycle and will deteriorate quickly if not fixed soon. The surface is starting to become unbonded from the asphalt underneath, causing shallow potholes, and is beginning to display early stages of rutting, which causes the road to hold water that can create hazardous driving conditions like hydroplaning during rain or snow. Overlay is needed to fix this problem and prevent accidents.

Purpose/Business Case: To provide for cold milling and asphalt overlay on M-19 in Huron 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: 48472.

89.	Albrecht Sand & Gravel Co.	Low Bid:	\$ 563,255.85
	3790 West Sanilac Road	Engineer's Estimate:	\$ 688,711.20
	Snover, MI 48472	Over/Under:	- 18.2%

Description of Work: Cold Milling, Widening, and Asphalt Overlay

Approval is requested to authorize the Huron County Road Commission to award a subcontract for asphalt overlay on M-25 in Huron County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed and work is delayed, the road will continue to deteriorate, which could result in an increased chance of accidents. The chipseal on this road is at the end of its life cycle and will deteriorate quickly if not fixed soon. When chipseal starts deteriorating, there is stone loss from the chipseal, leaving only emulsion on the driving surface. When this surface becomes wet or snow covered, it gets very slippery and causes difficulty in maintaining vehicle control. Overlay is needed to restore skid resistance and prevent accidents.

Purpose/Business Case: To provide for cold milling, widening, and asphalt overlay on M-25 in Huron 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: 48472.

90.	Albrecht Sand & Gravel Co.	Low Bid:	\$ 356,317.50
	3790 West Sanilac Road	Engineer's Estimate:	\$ 396,500.00
	Snover, MI 48472	Over/Under:	- 10.1%

Description of Work: Asphalt Overlay

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract for asphalt overlay on M-46 in Sanilac County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed and work is delayed, the road will continue to deteriorate, which could result in an increased chance of accidents. The micro surface on this road is in poor condition and is deteriorating quickly. The surface is starting to become unbonded from the asphalt underneath, causing shallow potholes, and is beginning to display early stages of rutting, which causes the road to hold water that can create hazardous driving conditions like hydroplaning during rain or snow. Overlay is needed to fix this problem and prevent accidents.

Purpose/Business Case: To provide for asphalt overlay on M-46 between Germania Road and M-19 in Sanilac 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: 48472.

91.	Central Asphalt, Inc. 900 South Bradley Street Suite A P.O. Box 389 Mt. Pleasant, MI 48804-0389	Low Bid: Engineer's Estimate: Over/Under:	\$ 35,970.40 \$ 24,970.40 + 44.1%
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Description of Work: Asphalt Overlay and Concrete Repairs

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for asphalt overlay and concrete repairs on US-127 State Road ramps in Gratiot County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed and work is delayed, the road will continue to deteriorate, which could result in an increased chance of accidents. The micro surface on this road is in poor condition and deteriorating quickly. The surface is starting to become unbonded, with loose concrete endangering traveling motorists. Overlay is needed to fix this problem and prevent accidents.

Purpose/Business Case: To provide for asphalt overlay on US-127 State Road ramps 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: 48804-0389.

92.	Central Asphalt, Inc. 900 South Bradley Street Suite A P.O. Box 389 Mt. Pleasant, MI 48804-0389	Low Bid: Engineer's Estimate: Over/Under:	\$ 44,567.23 \$ 35,295.80 + 26.3%
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Description of Work: Coldmilling and Asphalt Overlay

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for asphalt overlay and coldmilling work on Superior Street (US-127 business route) in the city of Alma, Gratiot County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed and work is delayed, the road will continue to deteriorate which could result in an increased chance of accidents. The surface is starting to become uneven, with potholes forming that cause the road to hold water, resulting in hazardous driving conditions like hydroplaning. Overlay is needed to fix this problem and prevent accidents.

Purpose/Business Case: To provide for asphalt overlay on Superior Street, US-127BR in the city of Alma, Gratiot County.

Benefit: Will provide for a safer roadway.

* Denotes a non-standard contract/amendment

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: 48804-0389

93.	Central Asphalt, Inc.	Low Bid:	\$ 74,977.00
	900 South Bradley Street	Engineer's Estimate:	\$ 69,305.50
	Suite A	Over/Under:	+ 8.2%
	P.O. Box 389		
	Mt. Pleasant, MI 48804-0389		

Description of Work: Asphalt Overlay and Concrete Repairs

Approval is requested to authorize the Gratiot County Road Commission to award a subcontract for asphalt overlay and concrete repairs on Polk Road (US-127 business route) in Gratiot County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed and work is delayed, the road will continue to deteriorate, which could result in an increased chance of accidents. The micro surface on this road is at the end of its life cycle and will deteriorate quickly if not fixed soon. The surface is starting to become unbonded from the asphalt underneath, resulting in loose concrete endangering motorists. Overlay is needed to fix this problem, and prevent accidents.

Purpose/Business Case: To provide for asphalt overlay on Polk Road, US-127BR 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: 48804-0389.

94.	Pyramid Paving Co.	Low Bid:	\$ 40,706.70
	1415 West Center Road	Engineer's Estimate:	\$ 38,980.00
	Essexville, MI 48732	Over/Under:	+ 4.4%

Description of Work: Pavement Removal and Restoration

Approval is requested to authorize the Tuscola County Road Commission to award a subcontract for trenching, pavement removal, asphalt paving, and restoration of 1000 feet of M-46 at Sheridan Road for the installation of a passing flair for improved traffic flow in Tuscola County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed at this time, this intersection will remain hazardous. Because this intersection has a crash history, installation of a passing flair will help to keep traffic moving, which will lead to fewer traffic backups and accidents.

Purpose/Business Case: To provide for trenching, pavement removal, asphalt paving, and restoration of 1000 feet of M-46 at Sheridan Road for the installation of a passing flair for improved traffic flow in Tuscola County.

Benefit: Will provide for a safer roadway and keep traffic flowing.

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 this work is not performed, the intersection will remain hazardous, and the chance of accidents will remain high.

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: 48732.

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49061.

97. LETTING OF JUNE 01, 2007
 PROPOSAL 0706044
 PROJECT NH 16092-83360
 LOCAL AGRMT.
 START DATE - JULY 16, 2007
 COMPLETION DATE - SEPTEMBER 28, 2007

	ENG. EST.	LOW BID
	\$ 2,133,460.12	\$ 2,010,747.01
		% OVER/UNDER EST.
		-5.75 %

2.03 mi of rubblized concrete pavement removal, hot mix asphalt base crushing and shaping, resurfacing, and ramp reconstruction on I-75 southbound from US-31 to M-108, Cheboygan County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cordes Excavating, Inc.	\$ 2,010,747.01	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 2,032,134.47	Same	2
D.J. McQuestion & Sons, Inc.	\$ 2,300,372.85	Same	3
Bacco Construction Company			
M & M Excavating Co., Inc.			
Payne & Dolan, Inc.			

3 Bidders

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

Purpose/Business Case: MDOT's Road Preservation Program goal 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:

83360A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49701.

98. LETTING OF JUNE 01, 2007 ENG. EST. LOW BID
PROPOSAL 0706046 \$ 70,691.95 \$ 66,418.14
PROJECT M 52055-89000
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - 15 working days -6.05 %

Construction of truck safety turnout and portable intermittent truck weigh station on M-553 southbound south of County Road 480, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Associated Constructors, LLC	\$ 66,418.14	Same	1 **
Smith Paving, Inc.	\$ 70,369.15	Same	2
Bacco Construction Company	\$ 78,955.51	Same	3
Snowden, Inc.	\$ 79,394.50	Same	4
Kelcris Corporation	\$ 118,100.76	Same	5
Causie Contracting, Inc.			

5 Bidders

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

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:

89000A

State Restricted Trunkline Funds 100 %

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

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

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

Purpose/Business: Marysville Hydrocarbons, LLC is in the business of storing natural gas liquids (NGL's) in underground caverns. Their facility is located in the city of Marysville and St. Clair Township, St. Clair County, Michigan. The caverns are created in a layer of salt located about 2,000 feet below the surface of the earth. Currently, there are ten caverns at the site with a total storage capacity of 6.9 million barrels. Marysville Ethanol, LLC, a subsidiary of Marysville Hydrocarbons, LLC, is constructing an ethanol fuel facility on the site that will use approximately 18 million bushels of corn to produce 50 million gallons of ethanol per year. With the facilities to handle transportation via rail, truck, and pipelines, in addition to fractionation facilities on-site, the Marysville complex is poised to meet the needs of their clients. Additionally, the proximity of the Marysville facility to the Sarnia refining and petrochemical complex, and additional pipeline connections to Canadian supplies offers many unique advantages to their customers.

The Ethanol plant will be located in the southern part of the existing Marysville Hydrocarbons facility. The sharing of Marysville Hydrocarbons existing infrastructure helps to make the Ethanol project competitive. The addition of a left-turn lane at the plant entrance, will ensure the safety of all drivers that utilize M-29 (Busha Highway) as their travel route, including truck drivers, employees and visitors entering or exiting the facility. Marysville Ethanol, LLC is investing \$95 million for the construction of the fuel processing facility that will employ 25 workers.

Benefit: The construction of this project will provide safer and improved traffic flow. The initial maintenance costs will be reduced within the project limits. There should be a significant economic benefit to the area with the safer and improved traffic flow.

Funding Source:

89456A

Marysville Ethanol, LLC	20.00 %
State Restricted Economic Development 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: The relationships with the communities and businesses in the Marysville metropolitan area may be compromised. They are anticipating the completion of this project as announced to support the economy of the area.

Cost Reduction: With the reconstruction of this infrastructure, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs and related safety improvements.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48040.

100. LETTING OF JUNE 01, 2007
 PROPOSAL 0706063
 PROJECT NH 09101-90233
 LOCAL AGRMT.
 START DATE - SEPTEMBER 24, 2007
 COMPLETION DATE - NOVEMBER 09, 2007

ENG. EST.
 \$ 1,418,973.97 \$ LOW BID
 999,951.77

% OVER/UNDER EST.
 -29.53 %

6.99 mi of concrete joint repairs, concrete repairs, crack sealing, resawing and sealing longitudinal and transverse joints on US-10 westbound from east of the Midland/Bay County line easterly to 7 Mile Road, Bay County.

A 2007 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 999,951.77	Same	1 **
Six-S, Inc.	\$ 999,999.99	Same	2
Causie Contracting, Inc.	\$ 1,058,365.00	Same	3
Kelcris Corporation	\$ 1,066,157.23	Same	4
Florence Cement Company	\$ 1,127,468.03	Same	5
Diamond Surface, Inc.	\$ 1,862,397.27	Same	6
C & D Hughes, Inc.			

6 Bidders

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

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

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

Funding Source:

90233A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

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

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

86499A

Federal Highway Administration Funds	80.00 %
City of Midland	20.00 %

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

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 48642.

103.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706066	\$ 71,619.64	\$ 32,781.25
	PROJECT MBWB 77111-89430		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 04, 2007		-54.23 %

0.16 mi of fencing replacement and upgrades on the Blue Water Bridge Plaza, secondary inspection area, in the city of Port Huron, St.Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nationwide Fence & Supply Company	\$ 32,781.25	Same	1 **
Future Fence Company	\$ 33,503.75	Same	2
Rite Way Fence, Inc.	\$ 55,143.75	Same	3
J & J Contracting, 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: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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

Funding Source:

89430A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 48060.

104. LETTING OF JUNE 01, 2007
 PROPOSAL 0706067 ENG. EST. LOW BID
 \$ 426,103.06 \$ 375,068.64
 PROJECT STT 65052-100078
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - AUGUST 06, 2007
 COMPLETION DATE - SEPTEMBER 28, 2007 -11.98 %

2.89 mi of hot mix asphalt cold milling and resurfacing on M-33 from Casemaster Street northerly to north of Oyster Road in the city of Rose City, Ogemaw County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 375,068.64	Same	1 **
Pyramid Paving & Contracting Co.	\$ 399,805.14	Same	2
Rieth-Riley Construction Co., Inc.	\$ 419,621.81	Same	3
D.J. McQuestion & Sons, Inc.			

3 Bidders

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

Purpose/Business Case: 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:

100078A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 48654.

105. LETTING OF JUNE 01, 2007
 PROPOSAL 0706082
 PROJECT NH 24011-72667
 LOCAL AGRMT.
 START DATE - AUGUST 06, 2007
 COMPLETION DATE - OCTOBER 01, 2009

ENG. EST.
 \$ 623,297.68

LOW BID
 \$ 427,212.69

% OVER/UNDER EST.
 -31.46 %

Construction of a 23.0 acre wetland mitigation bank including earth berm, controlled outfalls, seeding and plantings in Section 16 of Bear Creek Township, Emmet County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Maclean Construction Company	\$ 427,212.69	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 457,730.56	Same	2
Cordes Excavating, Inc.	\$ 461,773.70	\$ 461,473.70	3
Bacco Construction Company	\$ 478,631.37	Same	4
D.J. McQuestion & Sons, Inc.	\$ 500,805.35	Same	5
M & M Excavating Co., Inc.	\$ 539,084.69	Same	6
MDC Contracting, LLC	\$ 582,734.94	\$ 582,654.94	7
Tri-Valley Landscaping, Inc.	\$ 607,726.20	Same	8
Stein Construction Co., Inc.			
Tri-County Excavating			
Fisher Contracting Company			
L.J. Construction, Inc.			
Fonson, Inc.			
Glencorp, Inc.			

8 Bidders

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

Purpose/Business Case: Wetland Mitigation funds transportation projects that create wetlands to replace those impacted by related projects. These related projects may have already been constructed or are to be constructed in the future.

Benefit: Adherence to existing federal and state environmental laws, regulations and guidelines.

Funding Source:

72667A	
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: Loss of federal funds and inability to award and construct related projects.

Cost Reduction: Cost savings would be those realized on the related project that impacted the existing wetlands.

109. LETTING OF JUNE 01, 2007
 PROPOSAL 0706087
 PROJECT M 46161-M60736
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 15, 2007

ENG. EST.
 \$ 184,486.82

LOW BID
 \$ 158,613.04

% OVER/UNDER EST.
 -14.02 %

0.78 mi of full and partial depth concrete repairs on M-52/US-223BR, from the north springpoint of US-223 to south of South Street in the city of Adrian, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kelcris Corporation	\$ 158,613.04	Same	1 **
Causie Contracting, Inc.	\$ 163,833.66	Same	2
C & D Hughes, Inc.	\$ 169,563.10	Same	3
Snowden, Inc.	\$ 222,301.90	Same	4
Eastlund Concrete Construction			

4 Bidders

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

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

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

Funding Source:

M60736

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49221.

110. LETTING OF JUNE 01, 2007
 PROPOSAL 0706088
 PROJECT M 30032-M60735
 LOCAL AGRMT.
 START DATE - JULY 29, 2007
 COMPLETION DATE - AUGUST 25, 2007

ENG. EST.
 \$ 230,743.07

LOW BID
 \$ 218,537.12

% OVER/UNDER EST.
 -5.29 %

0.84 mi of hot mix asphalt overlay and pavement repairs on M-99 from north of Fayette Street to north of Arch Street in the city of Hillsdale, Hillsdale County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 218,537.12	Same	1 **
Gerken Paving, Inc.	\$ 252,934.50	Same	2

2 Bidders

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

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:

M60735

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Selection: Low bid.

Zip Code: 49242.

Funding Source:

37795A		
	Detroit International Bridge Company	0.13 %
	City of Detroit	1.13 %
	Federal Highway Administration Funds	89.88 %
	State Restricted Trunkline Funds	8.86 %
51503A		
	City of Detroit	0.54 %
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	9.46 %
60103A		
	City of Detroit	1.25 %
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	8.75 %
78423A		
	City of Detroit	1.09 %
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	8.91 %
78827A		
	City of Detroit	1.21 %
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	8.79 %
86954A		
	City of Detroit	1.25 %
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	8.75 %
86955A		
	Federal Highway Administration Funds	100 %
87519A		
	City of Detroit	1.25 %
	Federal Highway Administration Funds	90.00 %
	State Restricted Trunkline Funds	8.75 %

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

Risk Assessment: The relationships with the numerous federal, state and local agencies, the surrounding Metro area communities and SEMCOG may be compromised. They are anticipating the completion of this project as announced. If the construction of Ambassador Bridge/Gateway Project is not completed, federal funds must be returned because earlier phases of this project utilized federal funds.

Cost Reduction: With the construction Ambassador Bridge/Gateway Project, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs, improved traffic operations and safer trunkline access.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48216.

112. LETTING OF JUNE 08, 2007
 PROPOSAL 0706602
 PROJECT M 58151-M60708
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - 45 working days

ENG. EST.
 \$ 644,176.96

LOW BID
 \$ 525,749.93

% OVER/UNDER EST.
 -18.38 %

20.05 mi of concrete pavement repairs and resealing longitudinal and transverse joints with hot-poured rubber on I-75 from the Ohio State line northerly to I-275 in the city of Monroe, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 525,749.93	Same	1 **
Kelcris Corporation	\$ 529,829.09	Same	2
Causie Contracting, Inc.	\$ 587,629.38	Same	3
Florence Cement Company	\$ 698,768.58	Same	4
Snowden, Inc.			

4 Bidders

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:

M60708

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: 48161.

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:

56282A

Monroe 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 resurfacing.

Selection: Low bid.

Zip Code: 48182.

115. LETTING OF JUNE 01, 2007
 PROPOSAL 0706003
 PROJECT HPSL 61121-89565
 LOCAL AGRMT. 07-5198
 START DATE - 10 days after award
 COMPLETION DATE - 45 working days

ENG. EST.
 \$ 2,417,716.19

LOW BID
 \$ 1,915,049.18

% OVER/UNDER EST.
 -20.79 %

20.70 mi of road resurfacing including cold milling, aggregate shoulders, hot mix asphalt paving and pavement markings on Holton Whitehall Road from US-31 easterly 10.4 mi, on Russell Road from West Bard Road to White Lake Drive, on Whitehall Road from Duck Lake Road to Bell Road, and on Riley Thompson Road from Russell Road to M-120, Muskegon County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 1,915,049.18	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,930,022.84	Same	2
Michigan Paving & Materials Co.	\$ 1,980,350.03	Same	3
Omans Contracting, Inc.	\$ 2,957,337.31	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:

89565A	
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.

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:

86292A

Barry 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: 48811.

118.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706006	\$ 200,000.02	\$ 194,571.90
	PROJECT SUG 82400-89898		
	LOCAL AGRMT. 07-5209		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2007		-2.71 %

508 mi of pavement markings on various roads from Abbott Street to Wyoming Avenue in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 194,571.90	Same	1 **
P.K. Contracting, Inc.	\$ 241,980.69	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 county-wide pavement marking and/or Pavement Marking at targeted locations and other miscellaneous work 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:

89898A

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: 48226.

119. LETTING OF JUNE 01, 2007
 PROPOSAL 0706007
 PROJECT BRO 07005-89189
 LOCAL AGRMT. 07-5172
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2007

ENG. EST.
 \$ 405,706.00

LOW BID
 \$ 371,691.00

% OVER/UNDER EST.
 -8.38 %

Bridge removal and replacement along with related approach work on Fence River Road at Spruce River, Baraga County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
A. Lindberg & Sons, Inc.	\$ 371,691.00	Same	1 **
Yalmer Mattila Contracting, Inc.	\$ 384,774.90	Same	2
Zenith Tech, Inc.	\$ 403,374.86	Same	3
Bacco Construction Company	\$ 409,023.65	Same	4
Hebert Construction Company	\$ 447,116.51	Same	5
Bill Siler Contracting, Inc.			
Snowden, Inc.			
E & M Contracting, Inc.			
Oberstar, 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 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:

89189A	
Baraga 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.

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:

90205A

Federal Highway Administration Funds	78.48 %
City of Monroe	21.52 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 48161.

121.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706009	\$ 985,065.85	\$ 976,547.40
	PROJECT BRO 46016-86430, ETC		
	LOCAL AGRMT. 07-5173		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 26, 2007		-0.86 %

Removal of two single span bridges, construction of two prestressed post-tensioned concrete box beam bridges, and related approach work on Downing Highway and Hoagland Highway over South Branch Macon Creek, Lenawee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 976,547.40	Same	1 **
Davis Construction, Inc.	\$ 992,006.24	Same	2
Posen Construction, Inc.	\$ 1,023,716.50	Same	3
Anlaan Corporation	\$ 1,087,705.46	Same	4
J.E. Kloote Contracting, Inc.			
Midwest Bridge Company			
E.T. MacKenzie Company			
Milbocker and Sons, Inc.			
Walter Toebe Construction Co.			

4 Bidders

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

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

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

Purpose/Business Case: This project is for 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:

86430A

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

86431A

Lenawee County	5.17 %
Federal Highway Administration Funds	79.85 %
State Restricted Trunkline Funds	14.98 %

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

Risk Assessment: 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: 49229.

122. LETTING OF JUNE 01, 2007
 PROPOSAL 0706010
 PROJECT STU 25402-84615
 LOCAL AGRMT. 07-5214
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 26, 2007

ENG. EST.
 \$ 533,897.50

LOW BID
 \$ 472,797.79

% OVER/UNDER EST.
 -11.44 %

0.70 mi of concrete pavement repair, cold milling and hot mix asphalt resurfacing on Beecher Road from I-75 easterly to Flint City limits, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 472,797.79	Same	1 **
Ace Asphalt & Paving Co.	\$ 478,660.68	Same	2
Kelcris Corporation	\$ 514,048.62	Same	3
C & D Hughes, Inc.	\$ 538,758.04	Same	4
Cadillac Asphalt, LLC.	\$ 559,784.22	Same	5
Barrett Paving Materials, Inc.	\$ 607,819.30	Same	6
Ajax Paving Industries, Inc.	\$ 646,317.79	Same	7
Causie Contracting, Inc.	\$ 769,287.12	Same	8
L Squared Construction, LLC.			
Snowden, 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 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:

84615A

Genesee 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 resurfacing.

Selection: Low bid.

Zip Code: 48532.

123.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706011	\$ 726,912.25	\$ 634,385.75
	PROJECT BRO 26001-86243		
	LOCAL AGRMT. 07-5196		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 27, 2008		-12.73 %

Bridge removal and replacement along with related approach work on Lang Road at Middle Branch Tobacco River, Gladwin County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
John Henry Excavating, Inc.	\$ 634,385.75	Same	1 **
Davis Construction, Inc.	\$ 761,387.46	Same	2
S.L. & H. Contractors, Inc.	\$ 807,903.46	Same	3
Anlaan Corporation	\$ 877,650.00	Same	4
Heystek Contracting Inc.	\$ 923,832.00	Same	5
Miller Development, Inc.			
L.W. Lamb, Inc.			
Midwest Bridge Company			
E.T. MacKenzie Company			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Jackson Contracting			
J.E. Kloote Contracting, 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 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:

86243A
 Gladwin County 5.15 %
 Federal Highway Administration Funds 79.87 %
 State Restricted Trunkline Funds 14.98 %

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

Risk Assessment: 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: 48612.

124. LETTING OF JUNE 01, 2007
 PROPOSAL 0706012 ENG. EST. LOW BID
 \$ 892,873.70 \$ 743,737.64
 PROJECT BRO 37003-86270, ETC
 LOCAL AGRMT. 07-5180 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 02, 2007 -16.70 %

Bridge removals and replacements along with related approach work on Summerton Road and Fremont Road at Little Salt River, Isabella County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Miller Development, Inc.	\$ 743,737.64	Same	1 **
Jackson Contracting	\$ 787,675.64	Same	2
John Henry Excavating, Inc.	\$ 788,380.00	Same	3
S.L. & H. Contractors, Inc.	\$ 794,805.06	Same	4
Davis Construction, Inc.	\$ 816,971.59	Same	5
J.E. Kloote Contracting, Inc.	\$ 844,792.40	Same	6
Anlaan Corporation	\$ 858,688.54	Same	7
Quantum Construction Company, Inc.			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
Walter Toebe Construction Co.			
Kamminga & Roodvoets, Inc.			

7 Bidders

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

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

86270A

Isabella County	5.13 %
Federal Highway Administration Funds	79.89 %
State Restricted Trunkline Funds	14.98 %

86271A

Isabella County	5.83 %
Federal Highway Administration Funds	79.30 %
State Restricted Trunkline Funds	14.87 %

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

Risk Assessment: 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: 48883.

125. LETTING OF JUNE 01, 2007
 PROPOSAL 0706013
 PROJECT CM 13400-90334, ETC
 LOCAL AGRMT. 07-5201
 START DATE - JUNE 09, 2007
 COMPLETION DATE - NOVEMBER 01, 2007

ENG. EST.
 \$ 643,175.93

LOW BID
 \$ 609,287.78

% OVER/UNDER EST.
 -5.27 %

1.59 mi of hot mix asphalt paving, pavement removal, earthwork, trenching and restoration on Riverside Drive from Minges Road northerly to Columbia Avenue in the city of Battle Creek, Calhoun County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 609,287.78	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 649,044.36	Same	2
Aggregate Industries-Central Region	\$ 705,440.47	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 improving air quality and/or abating congestion on a portion of highway on the federal-aid highway system, under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the 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:

90334A	
City of Battle Creek	65.41 %
Federal Highway Administration Funds	34.59 %
90336A	
City of Battle Creek	30.66 %
Federal Highway Administration Funds	69.34 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49015.

126.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706014	\$ 250,000.00	\$ 177,158.00
	PROJECT STH 82609-86116		
	LOCAL AGRMT. 07-5194		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MARCH 30, 2008		-29.14 %

Installation of pedestrian count down signals at 60 locations on Griswold Street in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Motor City Electric Utilities Co.	\$ 177,158.00	Same	1 **
Alpha Electric, Inc.	\$ 207,629.00	Same	2
Rauhorn Electric, Inc.	\$ 226,934.09	Same	3
J. Ranck Electric, Inc.	\$ 240,070.08	Same	4
Posen Construction, Inc.	\$ 272,620.04	Same	5
Metropolitan Power & Lighting, Inc.	\$ 289,704.00	Same	6

6 Bidders

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

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

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

Purpose/Business Case: This project is for the installation of Pedestrian Countdown Signals and/or roadway reconstruction with widening or no widening and/or installation of Driver Feedback Signs 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 enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

86116A

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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: Infrastructure-related upgrade

Selection: Low bid.

Zip Code: 48216.

127.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706015	\$ 158,947.90	\$ 226,337.50
	PROJECT CM 46400-82972		
	LOCAL AGRMT. 05-5441		% OVER/UNDER EST.
	START DATE - JULY 09, 2007		
	COMPLETION DATE - MAY 16, 2008		42.40 %

Pedestrian bridge connecting commercial district on US-12 over Raisin River in the village of Clinton, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 226,337.50	Same	1 **
S.L. & H. Contractors, Inc.	\$ 237,927.37	Same	2
Davis Construction, Inc.	\$ 247,592.40	Same	3
Anlaan Corporation	\$ 249,753.50	Same	4
Posen Construction, Inc.	\$ 264,457.89	Same	5
Quantum Construction Company, Inc.	\$ 325,029.25	Same	6
Warren Contractors & Development	\$ 334,582.30	Same	7
J.E. Kloote Contracting, Inc.			
Heystek Contracting Inc.			
E.T. MacKenzie Company			
Walter Toebe 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 improving air quality and/or abating congestion on a portion of highway on the federal-aid highway system, under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the 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:

82972A

Clinton

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 reconstruction.

Selection: Low bid.

Zip Code: 49236.

128. LETTING OF JUNE 01, 2007
 PROPOSAL 0706016
 PROJECT STU 33468-75539
 LOCAL AGRMT. 07-5215
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2008

ENG. EST. LOW BID
 \$ 1,155,748.00 \$ 1,011,838.00
 % OVER/UNDER EST.
 -12.45 %

0.51 mi of hot mix asphalt paving, storm, sanitary sewer and watermain construction, and concrete curb, gutter and sidewalk construction on East Columbia Street from Matthews Street to Temple Street in the city of Mason, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bailey Excavating, Inc.	\$ 1,011,838.00	Same	1 **
Cadwell Brothers Construction Co.	\$ 1,131,855.78	Same	2
Hoffman Bros., Inc.	\$ 1,157,181.11	Same	3
Six-S, Inc./C & G Myers Construct.	\$ 1,173,831.50	Same	4
E.T. MacKenzie Company	\$ 1,217,561.82	Same	5
Aggregate Industries-Central Region	\$ 1,227,635.99	Same	6
Fonson, Inc.	\$ 1,276,654.00	Same	7
L.J. Construction, Inc.	\$ 1,288,648.50	Same	8
Mead Bros. Excavating, Inc.			
Kamminga & Roodvoets, Inc.			
Concord Excavating & Grading, Inc.			
Milbocker and Sons, Inc.			
Di Ponio & Morelli Const Co.			

8 Bidders

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

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

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

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

75539A	
Federal Highway Administration Funds	50.81 %
City of Mason	49.19 %

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

Risk Assessment: 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: 48854.

129. LETTING OF JUNE 01, 2007
 PROPOSAL 0706017
 PROJECT EDDF 58555-87989
 LOCAL AGRMT. 07-5212
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 02, 2007

	ENG. EST.	LOW BID
	\$ 1,402,898.00	\$ 1,263,230.00
		% OVER/UNDER EST.
		-9.96 %

1.49 mi of hot mix asphalt resurfacing with minor widening, cold milling, aggregate shoulders, and drainage improvements on Sumpter Road from Stout Road northerly to Colf Road, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
DeAngelis Landscape, Inc.	\$ 1,263,230.00	Same	1 **
C & D Hughes, Inc.	\$ 1,265,511.70	Same	2
Cadillac Asphalt, LLC.	\$ 1,361,323.05	Same	3
Brady Sand & Gravel, Inc.	\$ 1,381,019.53	Same	4
Ajax Paving Industries, Inc.	\$ 1,386,939.71	Same	5
Anderzack - Pitzen Construction	\$ 1,536,301.20	Same	6
Barrett Paving Materials, Inc.			
ABC Paving Company			

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 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:

87989A

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 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: Resurfacing.

Selection: Low bid.

Zip Code: 48117.

130.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706018	\$ 299,801.10	\$ 273,767.73
	PROJECT EDDF 29555-51692		
	LOCAL AGRMT. 07-5203		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 28, 2007		-8.68 %

2.03 mi of hot mix asphalt resurfacing and aggregate shoulders on Washington Road from North Alger Road easterly to North Jerome Road, Gratiot County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Central Asphalt, Inc.	\$ 273,767.73	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 284,806.31	Same	2
Michigan Paving & Materials Co.	\$ 297,734.06	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:

51692A

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: 48847.

131. LETTING OF JUNE 01, 2007
 PROPOSAL 0706019
 PROJECT HPSL 79157-89541
 LOCAL AGRMT. 07-5140
 START DATE - JULY 05, 2007
 COMPLETION DATE - OCTOBER 15, 2007

ENG. EST.
 \$ 390,699.39

LOW BID
 \$ 379,764.33

% OVER/UNDER EST.
 -2.80 %

0.50 mi of hot mix asphalt road reconstruction, concrete box culvert, storm sewer, and guardrail on Caine Road from Main Street northerly to the north village limits of Millington, Tuscola County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Novak Nurseries, Inc.	\$ 379,764.33	Same	1 **
Zito Construction Co.	\$ 385,928.08	Same	2
CRS/Shaw Contracting Co.	\$ 394,573.28	Same	3
L.J. Construction, Inc.	\$ 419,381.97	Same	4
Lee Wood Contracting, Inc.	\$ 423,151.08	Same	5
Champagne and Marx Excavating, Inc.	\$ 437,948.88	Same	6
DiPonio Contracting L.L.C.	\$ 445,187.93	Same	7
Wooten Contracting Co.	\$ 482,802.83	Same	8
Rohde Brothers Excavating, Inc.	\$ 494,868.00	Same	9
Geiersbach Construction, Inc.	\$ 525,870.15	Same	10
Davis Construction, Inc.	\$ 542,495.50	Same	11
John Henry Excavating, Inc.			
Saginaw Asphalt Paving Company			
M & M Excavating Co., Inc.			
Heystek Contracting Inc.			
Bourdown Trucking Company			
Fisher Contracting Company			
Tri-Valley Landscaping, Inc.			
Marlette Excavating Company			
Stante Excavating Co., Inc.			

11 Bidders

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

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

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

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

89541A
 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: 48746.

132. LETTING OF JUNE 01, 2007
 PROPOSAL 0706021
 PROJECT STU 58416-89992
 LOCAL AGRMT. 07-5199
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

	ENG. EST.	LOW BID
	\$ 940,375.00	\$ 746,982.72
		% OVER/UNDER EST.
		-20.57 %

2.48 mi of hot mix asphalt cold milling and resurfacing on Lewis Avenue from north of Sterns Road northerly to Ann Arbor Railroad, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 746,982.72	Same	1 **
Ajax Paving Industries, Inc.	\$ 838,490.50	Same	2
Barrett Paving Materials, Inc.	\$ 857,393.50	Same	3
Gerken Paving, Inc.	\$ 857,744.50	Same	4
ABC Paving Company			

4 Bidders

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

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

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

Purpose/Business Case: This project is for the 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:

89992A

Monroe 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 resurfacing.

Selection: Low bid.

Zip Code: 48182.

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:

88004A

Oakland County	20.17 %
Federal Highway Administration Funds	79.83 %

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

Risk Assessment: If 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: 48336.

135. LETTING OF JUNE 01, 2007
 PROPOSAL 0706024
 PROJECT SUG 82400-89826
 LOCAL AGRMT. 07-5223
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2007

	ENG. EST.	LOW BID
	\$ 300,000.00	\$ 249,846.73
	% OVER/UNDER EST.	
	-16.72 %	

Pavement markings at intersections in 140 locations from Adams Street to Woodward Avenue in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 249,846.73	Same	1 **
R. S. Contracting, Inc.	\$ 252,983.94	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 county-wide pavement marking and/or Pavement Marking at targeted locations and other miscellaneous work 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:

89826A

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.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49508.

137.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706026	\$ 211,594.75	\$ 191,464.00
	PROJECT STH 41609-87701		
	LOCAL AGRMT. 07-5169		% OVER/UNDER EST.
	START DATE - JULY 23, 2007		
	COMPLETION DATE - AUGUST 24, 2007		-9.51 %

0.10 mi of road reconstruction including storm sewer, concrete curb, gutter and sidewalk, hot mix asphalt paving, and pavement markings on Pine Street from west of Fifth Street to Needlewood Street in the city of Cedar Springs, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dean's Landscaping & Excavating	\$ 191,464.00	Same	1 **
Bultema Brothers Road Contractors	\$ 193,731.56	Same	2
Kentwood Excavating, Inc.	\$ 196,253.25	Same	3
Kammaing & Roodvoets, Inc.	\$ 206,671.25	Same	4
Dykema Excavators, Inc.	\$ 210,252.75	Same	5
Nashville Construction Company	\$ 213,762.59	Same	6
Diversco Construction Company Inc.	\$ 216,470.63	Same	7
Georgetown Construction Company	\$ 218,748.00	Same	8
Brenner Excavating, Inc.	\$ 225,702.37	Same	9
Wyoming Excavators, Inc.			
C & D Hughes, Inc.			
Youngstrom Contracting, Inc.			
Weick Bros., Inc.			
Schippers Excavating, Inc.			

9 Bidders

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

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

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

Purpose/Business Case: This project is for the installation of Pedestrian Countdown Signals and/or roadway reconstruction with widening or no widening and/or installation of Driver Feedback Signs 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 enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

87701A

City of Cedar Springs	21.94 %
Federal Highway Administration Funds	78.06 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49319.

Funding Source:

87683A

Jackson County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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: Infrastructure-related upgrade

Selection: Low bid.

Zip Code: 49234.

139.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706028	\$ 309,817.64	\$ 349,181.92
	PROJECT BRO 58011-83911		
	LOCAL AGRMT. 07-5179		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 19, 2007		12.71 %

Remove existing structure and construct a three sided concrete culvert with related approach work on Petersburg Road over Swamp Creek, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 349,181.92	Same	1 **
DeAngelis Landscape, Inc.	\$ 363,950.00	Same	2
Davis Construction, Inc.	\$ 375,408.79	Same	3
DiPonio Contracting L.L.C.	\$ 376,412.21	Same	4
Lawrence M. Clarke, Inc.	\$ 428,308.35	Same	5
Anlaan Corporation	\$ 437,484.60	Same	6
Causie Contracting, Inc.			
ABC Paving Company			
E.T. MacKenzie Company			
Six-S, Inc.			
Anderzack - Pitzen Construction			
J. Slagter & Son Construction Co.			
L.J. Construction, Inc.			
Walter Toebe Construction Co.			

6 Bidders

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

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

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

Purpose/Business Case: This project is for 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:

83911A

Monroe 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: 48160.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 48073.

141.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706030	\$ 165,060.00	\$ 153,652.70
	PROJECT STH 27609-86106		
	LOCAL AGRMT. 07-5191		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 24, 2007		-6.91 %

0.30 mi of road reconstruction including cold milling, excavation and grading, concrete curb and gutter, hot mix asphalt paving and pavement markings on Luxmore Street at East Ayer Street in the city of Ironwood, Gogebic County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Angelo Luppino, Inc.	\$ 153,652.70	Same	1 **
Smith Paving, Inc.			
Ross Peterson Construction			
Bacco Construction Company			
Oberstar, Inc.			

1 Bidder

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 installation of Pedestrian Countdown Signals and/or roadway reconstruction with widening or no widening and/or installation of Driver Feedback Signs 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 enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

86106A
 Federal Highway Administration Funds 80.00 %
 City of Ironwood 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: 49938.

142. LETTING OF JUNE 01, 2007 ENG. EST. LOW BID
 PROPOSAL 0706031 \$ 238,584.20 \$ 207,563.35
 PROJECT STUL 54436-88358
 LOCAL AGRMT. 07-5166 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 05, 2007 -13.00 %

0.23 mi of road reconstruction including concrete curb and gutter, drainage structures, storm sewer, hot mix asphalt paving and pavement markings on South DeKrafft Avenue from Colburn Avenue to East Maple Avenue in the city of Big Rapids, Mecosta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 207,563.35	Same	1 **
Dean's Landscaping & Excavating	\$ 234,645.77	Same	2
D.J. McQuestion & Sons, Inc.	\$ 247,180.63	Same	3
Dykema Excavators, Inc.	\$ 261,002.15	Same	4
Kamminga & Roodvoets, Inc.	\$ 273,706.12	Same	5
Wadel Stabilization, Inc.	\$ 279,340.45	Same	6
Diversco Construction Company Inc.			
CJ's Excavating Septic Service			
Elmer's Crane & Dozer, Inc.			
Central Michigan Contracting, Inc.			

6 Bidders

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

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

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

Purpose/Business Case: This project is for 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:

88358A

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: 49307.

143. LETTING OF JUNE 01, 2007
 PROPOSAL 0706032
 PROJECT STH 70609-87747
 LOCAL AGRMT. 07-5170
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 20, 2007

ENG. EST.
 \$ 220,704.00

LOW BID
 \$ 195,897.68

% OVER/UNDER EST.
 -11.24 %

0.07 mi of intersection improvements including concrete curb and gutter, hot mix asphalt paving, concrete sidewalk and ramp, pavement markings and traffic signal installation on South State Street at Main Avenue in the city of Zeeland, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 195,897.68	Same	1 **
J R Howell Airport Lighting LLC	\$ 219,296.46	Same	2
Allstate Electric, Inc.	\$ 229,283.46	Same	3
Windemuller Electric, Inc.	\$ 246,958.18	Same	4
J. Ranck Electric, Inc.	\$ 272,974.08	Same	5
DVT Electric, Inc	\$ 275,300.00	Same	6
Severance Electric Co., Inc.			
Trans Tech Electric, L.P.			

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 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:

87747A	
Federal Highway Administration Funds	78.36 %
City of Zeeland	21.64 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor. 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: 49464.

144.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706033	\$ 1,162,381.20	\$ 1,099,744.79
	PROJECT STUL 11413-46075, ETC		
	LOCAL AGRMT. 07-5090, 07-5190		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2007		-5.39 %

1.37 mi of pavement removal, embankment, shoulders, drainage, hot mix asphalt resurfacing, slope restoration, removal of existing culverts, and construction of a spread prestressed concrete box beam bridge at Keelo Creek on Jericho Road from Linco Road to Johnson Road, Berrien County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 1,099,744.79	Same	1 **
Nashville Construction Company	\$ 1,108,002.63	Same	2
Anlaan Corporation	\$ 1,156,261.88	Same	3
J.E. Kloote Contracting, Inc.	\$ 1,157,953.52	Same	4
Davis Construction, Inc.	\$ 1,266,935.15	Same	5
Northern Indiana Construction Co.	\$ 1,587,246.27	Same	6
L.W. Lamb, Inc.			
Kamminga & Roodvoets, Inc.			
Michigan Paving & Materials Co.			
Midwest Bridge Company			
Walter Toebe Construction Co.			

6 Bidders

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

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

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

Purpose/Business Case: This project is for resurfacing, replacement, & rehabilitation of a bridge and a portion of highway on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation. It was also 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:

46075A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
86379A		
Berrien County	5.34	%
Federal Highway Administration Funds	79.72	%
State Restricted Trunkline Funds	14.94	%

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

Risk Assessment: Federal funds must be returned to the federal government for use in another federal-aid project if not awarded. State and local bridge funds are required to be allocated for local bridge projects within Michigan. There is also the 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: Road resurfacing and bridge replacement.

Selection: Low bid.

Zip Code: 49127.

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. 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 which contains broad based guidance for interested entities. It is applicable to the Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Prior to proceeding with award concurrence from the FHWA is required.

Benefit: By awarding this project, intermodal transportation systems are further developed and the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public. Transportation enhancement projects also foster the growing environmental awareness present in 21st century America.

Funding Source:

88862A

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

89366A

Village of Caledonia	49.17 %
Federal Highway Administration Funds	27.45 %
State Restricted Trunkline Funds	23.38 %

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

Selection: Low bid.

Zip Code: 49316.

Funding Source:

84392A

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: 49783.

148.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706037	\$ 134,507.00	\$ 140,540.32
	PROJECT STE 41121-87277		
	LOCAL AGRMT. 07-5200		% OVER/UNDER EST.
	START DATE - JULY 23, 2007		
	COMPLETION DATE - AUGUST 24, 2007		4.49 %

0.71 mi of grading, aggregate base, culvert installation, concrete curb and gutter and hot mix asphalt paving on Northland Drive from north of 16 Mile Road to Cedar Street in the city of Cedar Springs, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bultema Brothers Road Contractors	\$ 140,540.32	Same	1 **
Dean's Landscaping & Excavating	\$ 141,645.02	Same	2
Brenner Excavating, Inc.	\$ 156,427.01	Same	3
Kamminga & Roodvoets, Inc.	\$ 156,587.78	Same	4
Kentwood Excavating, Inc.	\$ 158,059.50	Same	5
Weick Bros., Inc.	\$ 169,017.18	Same	6
Quantum Construction Company, Inc.	\$ 169,573.70	Same	7
Nashville Construction Company	\$ 170,204.09	Same	8
Diversco Construction Company Inc.	\$ 172,501.54	Same	9
Dykema Excavators, Inc.	\$ 187,775.88	Same	10
Wadel Stabilization, Inc.			
Wyoming Excavators, Inc.			
C & D Hughes, Inc.			
Schippers Excavating, Inc.			
Stein Construction Co., Inc.			

10 Bidders

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

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

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

Purpose/Business Case: This project is for 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:

87277A

City of Cedar Springs	32.01 %
Federal Highway Administration Funds	67.99 %

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

Risk Assessment: 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: 49319.

149. LETTING OF JUNE 01, 2007
 PROPOSAL 0706038
 PROJECT CM 33400-89824, ETC
 LOCAL AGRMT. 07-5230
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 27, 2007

ENG. EST.
 \$ 854,407.30

LOW BID
 \$ 849,300.00

% OVER/UNDER EST.
 -0.60 %

0.73 mi of cross over construction including grading, drainage improvements, curb and gutter, hot mix asphalt, turn lane construction, signal work, pavement markings and slope restoration on Hagadorn Road at Hannah Boulevard and on Mt. Hope Road at Farm Lane Road, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 849,300.00	Same	1 **
Aggregate Industries-Central Region	\$ 875,368.76	Same	2
Michigan Paving & Materials Co.	\$ 909,533.99	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 improving air quality and/or abating congestion on a portion of highway on the federal-aid highway system, under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the 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:

89824A	
Ingham County	20.00 %
Federal Highway Administration Funds	80.00 %
89825A	
Ingham County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

Funding Source:

86119A

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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: Infrastructure-related upgrade

Selection: Low bid.

Zip Code: 48214.

151.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706040	\$ 725,181.50	\$ 622,339.60
	PROJECT STUL 61497-89611		
	LOCAL AGRMT. 07-5183		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2007		-14.18 %

0.67 mi of road reconstruction including concrete curb and gutter, hot mix asphalt paving, storm sewer, guardrail, sanitary sewer construction, watermain, and pavement markings on Old Channel Trail from Cook Street to Bowen Street in the city of Montague, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brenner Excavating, Inc.	\$ 622,339.60	Same	1 **
Hallack Contracting, Inc.	\$ 643,578.02	Same	2
Wadel Stabilization, Inc.	\$ 671,488.90	Same	3
Nagel Construction, Inc.	\$ 696,300.35	Same	4
Nashville Construction Company	\$ 699,903.36	Same	5
Kamminga & Roodvoets, Inc.	\$ 705,222.95	Same	6
Diversco Construction Company Inc.	\$ 710,662.05	Same	7
Schippers Excavating, Inc.	\$ 728,753.50	Same	8
C & D Hughes, Inc.	\$ 738,031.50	Same	9
Milbocker and Sons, Inc.	\$ 749,463.30	Same	10
Omans Contracting, Inc.			
Dan Hoe Excavating, Inc.			
Thompson Brothers, Inc.			
Rieth-Riley Construction Co., Inc.			

10 Bidders

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

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

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

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

89611A

Federal Highway Administration Funds	65.28 %
City of Montague	18.40 %
State Restricted Trunkline Funds	16.32 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49437.

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:

83676A

Federal Highway Administration Funds	8.00 %
Village of Ravenna	43.00 %
State Restricted Economic Development Funds	49.00 %

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

Risk Assessment: If this project is not awarded, the federal funds 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: 49451.

154. LETTING OF JUNE 01, 2007
 PROPOSAL 0706054
 PROJECT STH 69609-87742
 LOCAL AGRMT. 07-5165
 START DATE - 15 days after award
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.
 \$ 340,126.55

LOW BID
 \$ 334,857.70

% OVER/UNDER EST.
 -1.55 %

0.86 mi of crushing and shaping, aggregate base, hot mix asphalt resurfacing, super elevation modification, slope flattening, drainage improvements, and safety item upgrades on Mancelona Road from North Swanson Road east to Hayes Tower Road, Otsego County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 334,857.70	Same	1 **
M & M Excavating Co., Inc.	\$ 350,404.72	Same	2
Cordes Excavating, Inc.	\$ 357,737.70	Same	3
Porath Contractors, Inc.	\$ 371,490.00	Same	4
Rieth-Riley Construction Co., Inc.	\$ 375,986.88	Same	5
Payne & Dolan, Inc.	\$ 382,802.43	Same	6
Elmer's Crane & Dozer, Inc.	\$ 418,821.00	Same	7
MDC Contracting, LLC			
Pyramid Paving & Contracting Co.			
CJ's Excavating Septic Service, Inc.			
Central Michigan Contracting, 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 installation of Pedestrian Countdown Signals and/or roadway reconstruction with widening or no widening and/or installation of Driver Feedback Signs 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 enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

87742A	
Otsego County	20.00 %
Federal Highway Administration Funds	80.00 %

Purpose/Business Case: This project is for installation of ITS related infrastructure servicing 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 enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

83313A

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: ITS, Management Center.

Selection: Low bid.

Zip Code: 48126.

156.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706057	\$ 232,910.40	\$ 207,004.82
	PROJECT STUL 61407-84357		
	LOCAL AGRMT. 07-5226		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 10 working days		-11.12 %

0.60 mi of road resurfacing including cold milling, hot mix asphalt paving, bridge deck waterproofing membrane replacement and pavement markings on Whitehall Road from north Muskegon City limits to Giles Road, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 207,004.82	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 232,009.88	Same	2
Aggregate Industries-Central Region	\$ 236,962.07	Same	3
Omans Contracting, Inc.	\$ 328,681.23	Same	4
D.J. McQuestion & Sons, Inc.			

4 Bidders

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

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

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

Purpose/Business Case: This project is for the 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:

84357A

Muskegon 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 resurfacing.

Selection: Low bid.

Zip Code: 49445.

Purpose/Business Case: This project is for the installation of Pedestrian Countdown Signals and/or roadway reconstruction with widening or no widening and/or installation of Driver Feedback Signs 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 enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

87596A

Allegan 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: 49056.

160.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706062	\$ 449,248.90	\$ 431,533.11
	PROJECT STL 66090-72384, ETC		
	LOCAL AGRMT. 07-5185		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2007		-3.94 %

2.00 mi of cold milling and hot mix asphalt paving on Houghton Street/Lakeshore Drive from Michigan Avenue northeasterly to the Ontonagon Village limits and on 7th Street from M-38 to Parker Avenue in the village of Ontonagon, Ontonagon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Mathy Construction Company	\$ 431,533.11	Same	1 **
Payne & Dolan, Inc.	\$ 529,558.51	Same	2
Bacco Construction Company	\$ 575,973.19	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 reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under the 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:

72384A

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

76801A

Village of Ontonagon	20.00 %
State Restricted Trunkline 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. 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 resurfacing.

Selection: Low bid.

Zip Code: 49953.

161. LETTING OF JUNE 01, 2007
 PROPOSAL 0706068
 PROJECT STUL 56415-88375
 LOCAL AGRMT. 07-5249
 START DATE - JULY 09, 2007
 COMPLETION DATE - SEPTEMBER 30, 2007

ENG. EST.
 \$ 778,080.55

LOW BID
 \$ 715,577.43

% OVER/UNDER EST.
 -8.03 %

0.64 mi of hot mix asphalt center turn lane construction, hot mix asphalt cold milling and resurfacing and box culvert reconstruction on North Saginaw Road from Sugnet Street northwesterly to west of Tucker Street in the city of Midland, Midland County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 715,577.43	Same	1 **
Pyramid Paving & Contracting Co.	\$ 749,758.36	Same	2
Porath Contractors, Inc.	\$ 761,140.61	Same	3
Champagne and Marx Excavating, Inc.	\$ 771,913.20	Same	4
Rohde Brothers Excavating, Inc.	\$ 791,236.00	Same	5
Fisher Contracting Company	\$ 799,997.00	Same	6
CRS/Shaw Contracting Co.	\$ 815,775.31	Same	7
Zito Construction Co.			
Central Asphalt, Inc.			
Tri-Valley Landscaping, Inc.			
L.J. Construction, Inc.			
Bourdow Trucking Company			
Geiersbach Construction, Inc.			
Crawford Contracting, 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 reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under the 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:

88375A

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: 48640.

162.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706069	\$ 490,789.00	\$ 348,571.10
	PROJECT STUL 63477-88369		
	LOCAL AGRMT. 07-5257		% OVER/UNDER EST.
	START DATE - JULY 16, 2007		
	COMPLETION DATE - OCTOBER 29, 2007		-28.98 %

0.28 mi of road reconstruction with hot mix asphalt paving, curb and gutter and sidewalk on Morrison Road from Deer Valley Road to CN Railroad tracks in the village of Holly, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 348,571.10	Same	1 **
Cadillac Asphalt, LLC.	\$ 363,000.00	Same	2
San Marino Excavating, Inc.	\$ 391,945.35	Same	3
Asix Asphalt Paving LLC	\$ 393,449.05	Same	4
Zito Construction Co.	\$ 409,327.00	Same	5
L.A. Construction Corporation	\$ 421,963.14	Same	6
Florence Cement Company	\$ 455,321.16	Same	7
Warren Contractors & Development	\$ 514,143.10	Same	8
DiPonio Contracting L.L.C.			
Abbott Construction, Inc.			
Sunset Excavating, Inc.			
Ajax Paving Industries, Inc.			
Tri-Valley Landscaping, 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 reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under the 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:

88369A

Federal Highway Administration Funds	80.00 %
Village of Holly	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: 48442.

163. LETTING OF JUNE 01, 2007
 PROPOSAL 0706070
 PROJECT STL 31033-54197, ETC
 LOCAL AGRMT. 07-5210
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2008

ENG. EST. LOW BID
 \$ 954,476.69 \$ 841,435.55

% OVER/UNDER EST.
 -11.84 %

2.88 mi of aggregate base, base crushing and shaping, hot mix asphalt paving and pavement marking on Baltic Onkalos Corner Road from the Portage/Adams Township line to Superior Road and to Elsie Road, and 2.60 mi of crushing, shaping and resurfacing with hot mix asphalt on A-540 from Ogima Street to Superior Road, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 841,435.55	Same	1 **
Payne & Dolan, Inc.	\$ 923,288.19	Same	2
Mathy Construction Company			

2 Bidders

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

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

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

Purpose/Business Case: This project is for reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under the 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:

54197A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
83468A		
Federal Highway Administration Funds	40.00 %	
State Restricted Trunkline Funds	60.00 %	
83469A		
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: 49963.

164.	LETTING OF JUNE 01, 2007 PROPOSAL 0706072 PROJECT EDFD 77566-89613 LOCAL AGRMT. 07-5247 START DATE - 10 days after award COMPLETION DATE - OCTOBER 12, 2007	ENG. EST. \$ 1,342,469.50	LOW BID \$ 1,285,903.39	% OVER/UNDER EST. -4.21 %
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0.64 mi of hot mix asphalt cold milling, pavement removal, earthwork, storm sewer, concrete curb and gutter and hot mix asphalt paving on Lapeer Road from I-94 (overpass) to 32nd Street, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pamar Enterprises, Inc.	\$ 1,285,903.39	Same	1 **
Boddy Construction Company, Inc.	\$ 1,300,911.45	Same	2
Weston Transport, Inc.	\$ 1,320,298.25	Same	3
Raymond Excavating Company	\$ 1,344,999.97	Same	4
Dan's Excavating, Inc.	\$ 1,365,948.40	Same	5
Angelo Iafrate Construction Company	\$ 1,470,925.70	Same	6
Fisher Contracting Company	\$ 1,524,541.77	Same	7
Novak Nurseries, Inc.			
L.J. Construction, Inc.			
Ajax Paving Industries, Inc.			
Cadillac Asphalt, LLC.			
C. A. Hull Co., Inc.			
C & D Hughes, 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 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:

89613A

St Clair County	25.24 %
Federal Highway Administration Funds	74.76 %

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

Risk Assessment: If 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: 48059.

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:

59628A

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: 48890.

167. LETTING OF JUNE 01, 2007
 PROPOSAL 0706075
 PROJECT HPSL 59117-88402
 LOCAL AGRMT. 07-5256
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 10, 2007

ENG. EST.
 \$ 537,670.30

LOW BID
 \$ 317,218.35

% OVER/UNDER EST.
 -41.00 %

3.20 mi of grading, aggregate base, and hot mix asphalt paving on Fred Meijer Heartland Trail from Coral Road northerly to Forest Road and on Forest Road from public easement east to Sheldon Street in the villages of McBride and Edmore, Montcalm County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Youngstrom Contracting, Inc.	\$ 317,218.35	Same	1 **
Crawford Contracting, Inc.	\$ 338,523.86	Same	2
C & D Hughes, Inc.	\$ 372,981.84	Same	3
Nashville Construction Company	\$ 412,766.89	Same	4
Kamminga & Roodvoets, Inc.	\$ 434,471.71	Same	5
The Isabella Corporation	\$ 444,556.39	Same	6
Diversco Construction Company Inc.	\$ 613,504.00	Same	7
Wadel Stabilization, Inc.			
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.			
L.J. Construction, Inc.			
Fisher Contracting Company			
Central Asphalt, Inc.			
Quantum Construction Company, Inc.			
Central Michigan Contracting, Inc.			
CJ's Excavating Septic Service			
Stein Construction Co., 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 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:

88402A

Montcalm 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: 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: 48888.

168. LETTING OF JUNE 01, 2007
 PROPOSAL 0706077
 PROJECT DPSA 63459-89892
 LOCAL AGRMT. 07-5254
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2008

ENG. EST. LOW BID
 \$ 3,841,911.50 \$ 3,486,826.96

% OVER/UNDER EST.
 -9.24 %

0.96 mi of hot mix asphalt reconstruction, concrete curb and gutter, storm sewer, water main, sanitary sewer and permanent pavement markings on University Drive from the west city limits easterly to Main Street(M-150), on Pine Street from University Drive northerly to Paint Creek, on Wesley Avenue from Fourth Street northerly to University Drive, and on Fourth Street from Wesley Avenue easterly in the city of Rochester, Oakland County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Angelo Iafrate Construction Company	\$ 3,486,826.96	Same	1 **
Dan's Excavating, Inc.	\$ 3,591,657.51	Same	2
Zito Construction Co.	\$ 3,632,218.21	Same	3
Pamar Enterprises, Inc.	\$ 3,677,726.13	Same	4
Six-S, Inc./C & G Myers Construct	\$ 3,694,491.22	Same	5
C. A. Hull Co., Inc.	\$ 3,728,970.41	Same	6
John Carlo, Inc.	\$ 3,764,651.42	Same	7
V.I.L. Construction, Inc.	\$ 3,784,393.10	Same	8
Sunset Excavating, Inc.	\$ 3,889,999.38	Same	9
L. D'Agostini & Sons, Inc.	\$ 3,910,760.58	Same	10
Peter A. Basile Sons, Inc.			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			
Ajax Paving Industries, Inc.			
Stante Excavating Co., Inc.			
DiPonio Contracting L.L.C.			

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.

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

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

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35). 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:

87704A

Federal Highway Administration Funds	50.31 %
City of Ithaca	49.69 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 48847.

170. LETTING OF JUNE 01, 2007
 PROPOSAL 0706079
 PROJECT STU 25402-87304
 LOCAL AGRMT. 07-5248
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.
 \$ 332,346.00

LOW BID
 \$ 210,597.83

% OVER/UNDER EST.
 -36.63 %

0.44 mi of hot mix asphalt cold milling, pavement repair and pavement overlay on West Street from Shiawassee Avenue to Silver Lake Road in the city of Fenton, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 210,597.83	Same	1 **
Barrett Paving Materials, Inc.	\$ 228,090.70	Same	2
Cadillac Asphalt, LLC.	\$ 239,957.49	Same	3
Asix Asphalt Paving LLC	\$ 248,267.67	Same	4
Ajax Paving Industries, Inc.	\$ 249,953.01	Same	5
Florence Cement Company	\$ 272,426.77	Same	6

6 Bidders

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

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

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

Purpose/Business Case: This project is for the 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:

87304A

Federal Highway Administration Funds	81.85 %
City of Fenton	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.

Funding Source:

87275A

Federal Highway Administration Funds	80.00 %
City of Grand Rapids	15.19 %
State Restricted Trunkline Funds	4.81 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49504.

REAL ESTATE PROJECT

172.	LETTING OF JUNE 01, 2007	ENG. EST.	LOW BID
	PROPOSAL 0706081	\$ 28,200.00	\$ 22,200.00
	PROJECT M 46081-60301B01		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2007		-21.28 %

Demolition of department owned real estate parcels, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Homrich Wrecking, Inc.	\$ 22,200.00	Same	1 **
Pitsch Wrecking Company	\$ 23,150.00	Same	2
E.T. MacKenzie Company	\$ 29,225.00	Same	3
Dunigan Brothers, Inc.			
Fonson, Inc.			
Slusarski Excavating & Paving, Inc.			

3 Bidders

Criticality: The purpose of this demolition is to remove improvements from the property acquired for the construction of M-50 and associated work in Lenawee County. The building needs to be demolished to make way for the continued expansion of M-50. Demolishing the house eliminates the expense of numerous and costly repairs and ongoing maintenance cost and avoids potential liability from trespassers and potential health risk due to noncompliance with state and local ordinances. Complying with state and local ordinances adds additional time to projects. By demolishing the house and taking care of these issues now, will hold delays to a minimum when construction takes place.

Purpose/Business Case: The purpose of this demolition is to remove improvements from the property acquired for the construction of Springville highway and M-50 and associated work in Lenawee County.

Benefit: Demolishing the office/house eliminates the expense of numerous and costly repairs and avoids potential liability from trespassers and potential health risk due to noncompliance with state and county codes. Complying with state and local ordinances adds additional time to projects. By demolishing the house and taking care of these issues now, will hold delays to a minimum when construction takes place.

Funding Source:

60301B01

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

Risk Assessment: Demolition of these improvements saves maintenance cost and avoids potential future liability to MDOT.

Cost Reduction: Demolishing the improvements at this time will eliminate ongoing maintenance cost.

New Project Identification: Demolition.

Selection: Low Bid.

Zip Code: 49265.

EXTRAS

173. **Extra 2007 - 87**

Control Section/Job Number: 82021-74150 MDOT Project

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

State Transportation Commission - Does not meet criteria.

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

Designed By: MDOT
Engineer's Estimate: \$2,523,337.16

Description of Project:

Demolish existing rest area building, construct a new 4-restroom building, car/truck parking reconfiguration, lighting, sidewalks, curbs, picnic tables, and grills on I-94 westbound near Belleville, Wayne County.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	September 11, 2006	
Original Contract Amount:	\$2,317,777.16	
Total of Overruns/Changes (Approved to Date):	119,973.46	+ 5.18%
Total of Extras/Adjustments (Approved to Date):	159,659.37	+ 6.89%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>22,546.50</u>	+ 0.97%
Revised Total	<u>\$2,619,956.49</u>	+ 13.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.07% over the original budget for an **Authorized to Date Amount** of \$2,597,409.99.

Approval of this extra will place the authorized status of the contract 13.04% or \$302,179.33 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-26	7 r. 1	\$12,462.28	03/06/07
2007-54	6	\$2,785.00	04/03/07

Contract Modification Number(s): 10

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

HMA, 3C	50.000 Ton @ \$135.00/Ton	\$6,750.00
HMA, 4C	50.000 Ton @ \$135.00/Ton	6,750.00
Shoulder, CI I, 8 inch	978.000 Syd @ \$9.25/Syd	9,046.50
Total		<u>\$22,546.50</u>

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

This rest area project was set up to have the ramps in the rest area removed and rebuilt. The existing ramps had a paved inside shoulder to help prevent wider vehicles from cutting the corner and rutting the shoulder. The new design did not include the paved shoulder. The engineer directed the contractor to install the paved shoulder to reduce future maintenance costs. The extra cost for HMA, 3C and HMA, 4C was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT’s Average Unit Price Index.

The existing pavement at the rest area did not have gravel shoulders. They were originally filled with topsoil and seeded. The engineer directed the contractor to install a gravel shoulder to reduce future maintenance costs. The extra cost for Shoulder CI I, 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT’s Average Unit Price Index.

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

This Extra is recommended for approval by the State Administrative Board at its June 19, 2007 meeting.

Criticality: These extra items are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

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: 48111.

174. **Extra 2007 - 88**

Control Section/Job Number: 82081-47066 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Angelo Iafrate Construction Company
26300 Sherwood
Warren, MI 48091

Designed By: Alfred Benesch & Company
Engineer's Estimate: \$21,569,459.54

Description of Project:

2.48 miles of hot mix asphalt reconstruction, concrete curb and gutter, storm sewer and water main, concrete barrier, guardrail, signals and signing on M-153 (Ford Road) from Mercury Drive easterly to US-12 (Michigan Avenue), and superstructure replacement and partial abutment and pier replacement on M-153 (Ford Road) under Greenfield Road, in the cities of Dearborn and Detroit, Wayne County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 7, 2006	
Original Contract Amount:	\$23,059,791.25	
Total of Overruns/Changes (Approved to Date):	(584,047.35)	- 2.53%
Total of Extras/Adjustments (Approved to Date):	776,241.40	+ 3.37%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>202,796.00</u>	+ <u>0.88%</u>
Revised Total	<u>\$23,454,781.30</u>	+ 1.72%

Offset Information

Total Offsets This Request	(\$133,415.65)	- 0.58%
Net Revised Request	\$69,380.35	+ 0.30%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.84% over the original budget for an **Authorized to Date Amount** of \$23,251,985.30.

Approval of this extra will place the authorized status of the contract 1.72% or \$394,990.05 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-154	1, 3	\$725,520.00	11/07/06

Contract Modification Number(s): 10

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

CM 10

Conc Pavt, Nonreinf, 11 inch	4,400.000 Syd @ \$46.09/Syd	<u>\$202,796.00</u>
Total		<u>\$202,796.00</u>

CM 10 Offset Information

HMA Approach	-652.000 Ton @ \$63.20/Ton	(\$41,206.40)
HMA Approach, High Stress	-967.500 Ton @ \$68.30/Ton	(66,080.25)
HMA, 3E10	-172.000 Ton @ \$55.80/Ton	(9,597.60)
HMA, 3E10, High Stress	-172.000 Ton @ \$57.20/Ton	(9,838.40)
HMA, 4E10, High Stress	-115.000 Ton @ \$58.20/Ton	(6,693.00)
Total		(\$133,415.65)

Net Revised CM 10 Request

\$69,380.35

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

This extra is required to substitute 11 inches of non-reinforced concrete pavement for the hot mix asphalt (HMA) at the M153 (Ford Road) and Wyoming Road intersection. This change is due to two items; the significant truck traffic from an adjacent trucking facility, and existence of shallow utilities close to the plan grade of pavement. The use of concrete will eliminate the constructability issues of maintaining traffic through the intersection during hot mix asphalt paving. The vibratory action of compacting HMA mixtures could potentially damage underground utilities in this area. The use of concrete pavement in this intersection will alleviate this concern. An additional benefit of changing from HMA to concrete is the longer life of the concrete, thereby increasing the overall quality of the project. The extra cost for Conc Pavt, Nonreinf, 11 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The extra cost is offset by a \$133,415.65 reduction in the original items listed above.

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 June 19, 2007 meeting.

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

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

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

Funding Source: FHWA, 81.83%; State Restricted Trunkline, 15.20%; City of Dearborn, 2.97%.

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

Risk Assessment: This item was required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the cost associated with this benefit to the public by including the item in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48126.

175. **Extra 2007 - 89**

Control Section/Job Number: 82123-52803 MDOT Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Dan's Excavating, Inc.
 12955 23 Mile Road
 Shelby Twp., MI 48315
 Designed By: MDOT
 Engineer's Estimate: \$87,017,186.71

Description of Project:

7.04 miles of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the City of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(4,690,044.17)	- 5.82%
Total of Extras/Adjustments (Approved to Date):	6,035,828.55	+ 7.50%
Total of Negative Adjustments (Approved to Date):	(31,767.50)	- 0.04%
THIS REQUEST	<u>4,800.00</u>	<u>+ 0.01%</u>
Revised Total	<u>\$81,844,904.96</u>	+ 1.65%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.64% over the original budget for an **Authorized to Date Amount** of \$81,840,104.96.

Approval of this extra will place the authorized status of the contract 1.65% or \$1,318,816.88 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-073	1 r. 1	\$380,033.85	07/05/05
2005-087	10	\$178,928.00	08/02/05
2005-097	11 r. 1, 12	\$336,851.70	09/06/05
2005-098	6 r. 3, 9	\$1,014,054.30	09/06/05
2005-126	16 r. 1	\$455,972.00	11/01/05
2005-148	34 r. 3	\$629,562.35	12/06/05
2006-025	46 r. 1	\$305,457.15	03/07/06
2006-034	50 r. 1	\$189,280.00	03/21/06
2006-060	63 r. 1	\$474,626.25	06/06/06
2006-079	69 r. 1, 77 r. 1	\$190,144.73	06/20/06
2006-096	80	\$122,942.53	07/05/06
2006-135	86 r. 2, 92	\$227,022.64	09/19/06
2006-153	93 r. 2, 95, 98, 101	\$62,961.60	11/07/06
2006-172	102 r. 1, 103	\$118,656.76	12/19/06
2007-034	100 r. 4, 108 r. 1	\$627,185.75	03/06/07
2007-041	107	\$103,501.93	03/20/07
2007-084	111	\$37,303.14	6/05/07

Contract Modification Number(s): 113

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

Traffic Control Noncompliance	48.000 Hr @ \$100.00/Hr	<u>\$4,800.00</u>
Total		<u>\$4,800.00</u>

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

According to the special provision in the proposal, the contractor may be assessed a penalty for failure to comply with the traffic control within the contract. The contractor can be assessed a penalty of \$100 per hour until the traffic control is brought back into compliance with the contract. The project office assessed the contractor for 528 hours of non-compliance on contract modification 25. It was later determined that only 480 hours should have been assessed and that 48 of the hours should not have been assessed. Contract modification 113 will reduce the amount assessed to the contractor by 48 hours at \$100 per hour for a total of \$4,800.

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 June 19, 2007 meeting.

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

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

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

Funding Source: FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

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

Risk Assessment: This item was required for the safe and timely completion of the project.

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

Selection: Low bid.

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

Zip Code: 48204, 48223, 48227, 48238.

OVERRUN

176. **Overrun 2007 - 22**

Control Section/Job Number: 11021-76843 Local Agency Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Northern Construction Services, Corp.
P. O. Box 1299
Niles, MI 49120

Designed By: Sternaman & Associates
Engineer's Estimate: \$492,108.69

Description of Project:

0.6 miles of hot mix asphalt cold milling, pavement removal, storm sewer construction, curb and gutter construction, and hot mix asphalt paving, on St. Joseph Street (Red Arrow Highway) from Church Street to the western Coloma city limits, in the City of Coloma, Berrien County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 6, 2004	
Original Contract Amount:	\$432,464.36	
Total of Overruns/Changes (Approved to Date):	43,246.44	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	45,779.92	+ 10.59%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>11,590.65</u>	+ <u>2.68%</u>
Revised Total	<u>\$533,081.37</u>	+ 23.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 20.59% over the original budget for an **Authorized to Date Amount** of \$521,490.72.

Approval of this overrun will place the authorized status of the contract 23.27% or \$100,617.01 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

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

HMA, 3C	387.000 Ton @ \$29.95/Ton	<u>\$11,590.65</u>
Total		<u>\$11,590.65</u>

Reason(s) for Overrun(s):

The increase in the hot mix asphalt item is due to underestimating the amount of material needed for the driveways and intersections. This caused the increase in quantity of HMA, 3C causing an overrun in the original item.

The work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its June 19, 2007 meeting.

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

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

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

Funding Source: FHWA, 81.85%; City of Coloma, 18.15%.

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

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

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

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

Zip Codes: 49038.

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

Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of June 13, 2007. After review of the forgoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Transportation and Natural Resources Committee Report covering the regular meeting held June 13, 2007, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Hofmeister adjourned the meeting.

SECRETARY

CHAIRPERSON