

APPROVED

September 4, 2007

Michigan State
Administrative Board

Lansing, Michigan

August 21, 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, August 21, 2007, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Walt Herzig, Chief of Staff, representing John Cherry, Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Tom Saxton, Deputy Treasurer, representing Robert J. Kleine, State Treasurer
Joseph 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
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

Rhonda Oyer Zimmerman, Department of Environmental Quality; Joel Storchan, Department of Information Technology; James Burris, Elise Lancaster, Craig Orr, Janet Rouse, Department of Management and Budget; Deborah Savage, Michigan State Police; Pam Lavender, Department of Transportation; Scott Breslin, Public Affairs Associates

1. CALL TO ORDER:

Mr. Keenan 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 August 7, 2007. The motion was supported by Ms. Wolenberg 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:

Retention and Disposal Schedules:

DEPARTMENT OF ATTORNEY GENERAL, Labor, 8/21/07

DEPARTMENT OF MILITARY & VETERANS AFFAIRS, Grand Rapids Home for Veterans, Commandant's Office, 8/21/2007

DEPARTMENT OF NATURAL RESOURCES, Forest, Mineral and Fire Management, 8/21/2007

SUPREME COURT, Attorney Discipline Board, 8/21/2007

Mr. Hank moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Mr. Saxton and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

August 21, 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 **August 14, 2007** Those present being:

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

Member: Socorro Guerrero, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Carol Menovske, Department of Environmental Quality; Diana
Quintero, Department of Information Technology; Sherry Bond,
Craig Orr, Janet Rouse, Department of Management and Budget;
Rick Dolan, Department of Transportation

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

Following discussion, Ms. Guerrero moved that the regular and
supplemental agenda be recommended to the State Administrative Board for
approval with Item 9(2) of the regular agenda contingent upon resolution
of the protest by 5 p.m. on 8/20/07 and Item 15(1) of the regular agenda
contingent upon correction of the bid tab. The motion was supported by
Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on August 21, 2007, Items 6(1)
and 9(1) of the regular agenda were withdrawn by the Department of
Management and Budget.***

A G E N D A

FINANCE AND CLAIMS COMMITTEE

August 14, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

August 21, 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 ATTORNEY GENERAL

1) Law office of Loretta Crum PLLC Laingsburg, MI	\$ 25,000.00 Amendment \$ 49,900.00 New Total FY07-08 100% Restricted To add funds for a one-year renewal option of the contract for Legal Services in the matter of the <i>Saginaw Chippewa Indian Tribe of Michigan vs Granholm, et al</i>
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2. DEPARTMENT OF COMMUNITY HEALTH

1) Michigan Public Health Institute Okemos, MI	\$ 267,171.00 Amendment \$ 24,624,006.00 New Total FY07 73.03% Federal 13.19% State GF 11.87% State Restricted 1.28% Fees and Other State 0.63% Local Additional funds for the grant to provide funding for various Community Health projects
--	---

3. DEPARTMENT OF CORRECTIONS

- 1) Northwest Michigan Council of Governments
Traverse City, MI \$ 289,022.00 Amendment
\$ 1,539,012.00 New Total
FY07 100% General Funds
Additional funds for Michigan
Prisoner Re-Entry Initiative
Services for parolees
- 2) left blank intentionally

4. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Central Michigan University
Mt. Pleasant, MI \$ 34,252.00 Total
FY07 100% Federal Funds
Pass thru funds for Preparation
of Manuals and Guidance
Documents for Wetland Bio-
Assessment in Michigan
- 2) Mason Township
Twinning, MI \$ 147,000.00 Total
FY07 100% State Restricted
Scrap Tire Regulatory Fund
Scrap Tire Cleanup Grant
- 3) Houghton Keweenaw Soil and
Water Conservation District
Hancock, MI \$ 808,713.65 Total
FY07-09 100% Federal Funds
To restore the stream channel
flowing through two stamp sand
deposits in the headwaters of
the East Branch of the Eagle
River and stabilize one stamp
sand deposit in the headwaters
of the Sleepy River

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Statewide Michigan Public Universities & Non-Profit Organizations
(Listing on file) \$ 1,163,840.00 Total
FY07-08 100% Federal Funds
Funding will be provided to the Grantees for the implementation and operation of the GEAR-UP program which is designed to significantly increase the number of low-income students who are prepared to enter and succeed in postsecondary education
- 2) Statewide Workforce Development Boards
(Listing on file) \$ 3,258,208.00 Total
FY07-08 100% Federal Funds
Funding will be provided to the Grantees for the No Worker Left Behind Program. This program will provide up to two years free tuition for participants at any community college, university, or other approved training provider in the State. The Grantees will assess the skills and interests of the individuals and they will receive a degree or other occupational certification in a high-demand occupation
- 3) Ottawa County Board of Commissioners
Holland, MI \$ 50,000.00 Total
FY07 100% Federal Funds (WIA)
The Grantee will receive funding to provide retraining and other services to dislocated workers/program participants directly affected by plant closures/mass layoffs in the area (county) served by the Grantee

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

- 4) David Bowden \$ 9,000.00 Amendment
Kalamazoo, MI \$ 31,500.00 New Total
FY07 78% Federal Funds
22% State GF/GP Funds
Additional funds for the
contractor to provide
Substitute Rehabilitation
Teacher services for blind
students at the Michigan
Commission for the Blind
Training Center in Kalamazoo,
MI
- 5) Berrien County Commissioner \$ 150,000.00 Total
for Berrien/Cass/Van Buren **FY07-08** 100% Federal Funds
Office of Michigan Works! (WIA) The Grantee will be
Benton Harbor, MI provided funding to serve as
fiduciary and provide oversight
and general management for the
STRIVE program in the Benton
Harbor area

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

6. DEPARTMENT OF INFORMATION TECHNOLOGY

- 1) Key Government Finance, Inc. \$ 804,756.00 (3 years)
Superior, CO **FY07-10** 100% Revolving Funds
Finance for Lease with Option
Purchase Unisys Equipment

Withdrawn at ad board

6. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

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

- | | | |
|----|---------------------------------------|---|
| 2) | Analysts International
Lansing, MI | \$ 38,500.00 (3 years)
FY07-10 100% Federal Funds
071I7200252 One Programmer/
Analyst to update the
Department of Community Health
Itemized Billing system |
| 3) | Uday Corporation
Lansing, Mi | \$ 82,500.00 (3 years)
FY07-10 100% Federal Funds
071I7200252 Two Programmer/
Analysts to update the
Department of Community Health
Itemized Billing System |

7. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | | |
|----|------------------------------|--|
| 1) | Various
(Listing on file) | \$ 1,472,928.00 (3 years)
FY07-10 100% Various Funds
071I7200195 Laundry/Linen
Services for the Department of
Military and Veterans Affairs |
|----|------------------------------|--|

8. DEPARTMENT OF NATURAL RESOURCES

- | | | |
|----|--|--|
| 1) | Evans Avionics, LLC
Traverse City, MI | \$ 46,565.00 (One Time)
FY07 100% Restricted Funds
071I7200237 Traffic Advisory
System |
|----|--|--|

9. DEPARTMENT OF TRANSPORTATION

- | | | |
|----|---|---|
| 1) | AM-DYN-IC Fluid Power, Inc.
Chesterfield, MI | \$ 151,993.09 (One Time)
FY07 100% Restricted Funds
591R7200069/071I7200228
Pneumatic Systems |
| 2) | Bell Equipment Co.
Lake Orion, MI | \$ 149,900.00 (One Time)
FY07 100% Restricted Funds
591R7200068/071I7200225
Catch Basin Cleaner |

Withdrawn at ad board

9. DEPARTMENT OF TRANSPORTATION continued

- | | | |
|----|---|--|
| 3) | Carrier & Gable, Inc.
Farmington Hills, MI | \$ 154,400.00 (One Time)
FY07 100% Restricted Funds
591R7200067/071I7200224
Eight Trailer-mounted
Attenuators |
| 4) | International Road Dynamics,
Incorporated
Saskatoon, Saskatchewan
Canada | \$ 53,151.00 (One Time)
FY07 100% Restricted Funds
591R7200028/071I7200151
Traffic Counter Replacement
Parts |
| 5) | Root Spring Scraper, Co.
Kalamazoo, MI | \$ 114,372.00 (One Time)
FY07 100% Restricted Funds
591R7200060/071I7200220
Underbody Scrapers |

10. DEPARTMENT OF TREASURY

- | | | |
|----|--------------------------|---|
| 1) | RV Kuhns
Portland, OR | \$ 3,418,176.00 (5 years)
FY07-12 100% Restricted Funds
071I7200017 Investment
Consultant Services for the
Bureau of Investments |
|----|--------------------------|---|

CONTRACT CHANGES

11. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|---|--|
| 1) | Detroit Bio-Medical Lab, Inc.
Farmington Hills, MI | \$ 125,000.00 Amendment
\$ 491,175.00 New Total
FY07-08 100% General Funds
071B5200120 Additional funds
for the remainder of the
current contract period and for
a renewal option year to the
contract for Clinical
Laboratory Services |
|----|---|--|

12. DEPARTMENT OF ENVIRONMENTAL QUALITY

1) University of Wisconsin State \$ 133,930.00 Amendment
Laboratory of Hygiene \$ 1,042,500.00 New Total
Madison, WI **FY07** 100% State Restricted
071B2001313 Additional funds
for Laboratory Testing and
Analysis so the necessary water
samples from the 2007 field
season will be included in the
mandatory report to the U. S.
Congress

13. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Jackson's Five Star Catering \$ 37,800.00 Amendment
Detroit, MI \$ 184,726.00 New Total
FY07 100% Restricted Funds
Additional funds for a one-year
renewal option to the contract
for Catering Services for the
2007 Michigan State Fair

14. DEPARTMENT OF TRANSPORTATION

1) Advanced Underground \$ 60,000.00 Amendment
Inspections, LLC \$ 247,620.00 New Total
Wyandotte, MI **FY07-08** 100% Restricted Funds
071B3001419 Additional funds
for a one-year renewal option
to the contract for Freeway
Pump Station Pit Cleaning, Bay
Region

2) Doetsch Industrial \$ 70,000.00 Amendment
Services, Incorporated \$ 306,850.00 New Total
Warren, MI **FY07-08** 100% Restricted Funds
071B3001419 Additional funds
for a one-year renewal option
to the contract for Freeway
Pump Station Pit Cleaning,
Metro Region

15. DEPARTMENT OF TREASURY

- | | |
|--|---|
| 1) GC Services Limited
Partnership
Houston, TX | \$ 75,634,428.00 Amendment
\$265,512,571.00 New Total
FY07-11 100 % Restricted Funds
Additional funds for the
current contract period and to
add an additional two-year
extension to the contract for
Michigan Accounts Receivable
Collection System |
| 2) Zimmerfish, Inc.
East Lansing, MI | \$ 660,000.00 Amendment
\$ 2,184,999.00 New Total
FY07-08 100% Restricted Funds
071B5200032 Michigan Education
Trust (MET) Advertising
Services |

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

16. DEPARTMENT OF CORRECTIONS

- 1) Larry Nunnery \$355.07

The claimant (07-SAB-096) requests \$355.07 reimbursement for his personal eyeglasses broken while performing his job. The Department recommends approval of this claim.

- 2) Christopher Kowallic \$402.00

The claimant (07-SAB-089) requests \$402.00 reimbursement for his eyeglasses missing after he was assaulted by an inmate during the course of his job. The Department recommends of this claim.

17. DEPARTMENT OF STATE

- 1) Eileen Hughes \$129.60

The claimant (07-SAB-083) requests \$129.60 reimbursement for an eye examination expenses she paid for out of pocket. The Department recommends approval of this claim.

- 2) Jerardo Ramirez \$125.00

The claimant (07-SAB-067) requests \$125.00 reimbursement for towing and impound charges due to Secretary of State error. The Department recommends approval of this claim.

- 3) Arletta Kay Uran \$200.00

The claimant (07-SAB-070) requests \$200.00 reimbursement for towing and impound charges due to Secretary of State error. The Department recommends approval of this claim.

18. DEPARTMENT OF TRANSPORTATION

- 1) Sirpenia Stewart \$610.04

The claimant (07-SAB-097) requests \$610.04 reimbursement for damage to his vehicle when driving over a road with fresh tar. The Department recommends approval of this claim because employees neglected to put up proper signs informing the public of the fresh tar.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

19. DEPARTMENT OF NATURAL RESOURCES

- 1) Beverly Mason \$999.99

The claimant (07-SAB-079) requests \$999.99 reimbursement for medical bills when she slipped and fell at the Hayes State Park boat dock. The Department recommends denial of this claim because there was no report made to park staff, law enforcement, or other reporting organizations. No documentation has ever been provided such as a camping permit or motor vehicle permit. The Department found about the incident, alleged to have happened at the State Park, several months after the fact.

SECTION VII. APPROVAL OF SPECIAL ITEMS

20. DEPARTMENT OF CORRECTIONS

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:

Saginaw Correctional Facility-8/1/2007

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.

**S U P P L E M E N T A L
A G E N D A**

FINANCE AND CLAIMS COMMITTEE

August 14, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

August 21, 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:

1s. DEPARTMENT OF HUMAN SERVICES

- | | |
|---|---|
| 1) Various Community Action Agencies
(Listing on file) | \$ 0.00 Amendment
FY07 100% Federal Funds
Redistributing funds for the
Weatherization and client
education services to maximize
energy efficiency for low-
income households |
|---|---|

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

2s. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | |
|--|--|
| 1) Elite Showtime Services,
Inc.
Detroit, MI | \$ 57,045.22 (one-time)
FY07 100% Restricted Funds
71R7200232 Stagehand Services
for the 2007 Michigan State
Fair |
|--|--|

3s. DEPARTMENT OF TREASURY

- | | |
|--|--|
| 1) American Mailers, Inc.
Detroit, MI | \$ 157,478.10 (3 years)
FY07-10 100% General Funds
071I7200207 Mailing and
Distribution of Tax Forms |
|--|--|

CONTRACT CHANGES

4s. DEPARTMENT OF CORRECTIONS

1) Public Policy Associates	\$ 250,000.00	Amendment
Lansing, MI	\$ 349,511.20	New Total
	FY07-08	100% General Funds
	071B6200330	Additional funds
		for a one-year option renewal
		of the contract for Evaluation
		Services for the Michigan
		Prisoner Re-entry Initiative
		(MPRI)

5s. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Perkin Elmer LAS, Inc.	\$ 170,000.00	Amendment
Shelton, CT	\$ 1,484,359.00	New Total
	FY07	91% Restricted Funds
		9% Federal Funds
	071B2001213	Additional funds
		for a one-year option renewal
		of the contract for Laboratory
		Information Management System
		(LIMS) for the Department of
		Community Health, Newborn
		Screening for the Bureau of
		Laboratories

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

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

Mr. Saxton presented the Finance and Claims Committee Report for the regular meeting of August 14, 2007. After review of the forgoing Finance and Claims Committee Report, Mr. Saxton moved that the Finance and Claims Committee Report covering the regular meeting held August 14, 2007, be approved and adopted with Items 6(1) and 9(1) of the regular agenda withdrawn by the Department of Management and Budget at the State Administrative Board meeting on August 21, 2007. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

August 21, 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 **August 15, 2007.** Those present being:

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

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, 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, Mr. Keenan moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Herzig, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

August 15, 2007 / August 21, 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 ENVIRONMENTAL QUALITY, NILES – Former Henco Facility – Remediation System Modifications
File No. 761/07121.RRD – Index No. 47916
Low Responsive Bidder: Great Lakes Carbon Treatment, Inc., Kalkaska;
\$258,310.00

Purpose/Business Case

The purpose of this contract is to install modifications to the groundwater extraction and treatment system and provide operation and maintenance of the system for one year.

Benefit

This work will abate the physical and environmental hazards to protect the environment and prevent the contamination from spreading.

Funding Source

100% Clean Michigan Initiative Fund (CMI)

Commitment

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

Risk Assessment

Failure to approve this contract risks violating the environmental regulations, and the potential for the contamination to spread, harming the public due to potential contact and exposure. These activities will control and remove environmental hazards from the site and therefore reduce the harm to the environment.

Zip Code

49120

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, MASON – Americhem Corporation Site – Free Product Recovery & Soil Vapor Extraction System Installation
File No. 761/07139.RRD – Index No. 47968
Low Responsive Bidder: Job Site Services, Inc., Bay City; \$1,431,849.00

Purpose/Business Case

The purpose of this contract is to install free product recovery and soil vapor extraction systems and operate the systems for one year.

Benefit

This work will abate the physical and environmental hazards to protect the environment and prevent the contamination from spreading.

Funding Source

100% Clean Michigan Initiative Fund (CMI)

Commitment

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

Risk Assessment

Failure to approve this contract risks violating the environmental regulations, and the potential for the contamination to spread, harming the public due to potential contact and exposure. These activities will control and remove environmental hazards from the site and therefore reduce the harm to the environment.

Zip Code

48854

AGREEMENT FOR RESPONSE ACTIVITIES

- 3. DEPARTMENT OF ENVIRONMENTAL QUALITY, OSCODA – Residential Wells
 Bachman Road
 File No. 761/07208.RRD – Index No. TBD
 That the agreement between the State of Michigan and the Charter Township of Oscoda, Iosco County, Michigan, be approved for \$260,000.00 for environmental response activities at Residential Wells Bachman Road Site, Iosco County, Michigan.

Purpose/Business Case

The purpose of this agreement is to provide response activities at the Residential Wells Bachman Road Site. Work includes conducting a baseline environmental assessment, acquiring ownership of the site and providing demolition, removal and disposal of all buildings and structures on the property.

Benefit

The benefit of this project is to public health and the environment. As a result of the successful response activities, hazards at this facility will be minimized and the property returned to a beneficial use.

Funding Source

100% Environmental Protection Fund (EPF)

Commitment

The cost for this agreement is fixed based on that which was negotiated with the Township.

Risk Assessment

Failure to approve this agreement results in the continued presence of hazardous substance and its associated risks and public safety issues.

Zip Code
48750

MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS

4. DEPARTMENT MANAGEMENT AND BUDGET, STATEWIDE – Various State-Owned - Energy Conservation Measures
File No. 071/05299.EEW - Index No. 53182
That the contract for professional services with the Granger Construction Company, Lansing, Michigan, be increased \$435,976.54 on a payroll basis times a multiplier of 2.7, plus reimbursables, for Design/Construction/Consultation Services to provide additional work at the various state-owned buildings within the Capitol and Secondary Complexes in Lansing and Dimondale, Michigan.

Purpose/Business Case

The purpose of this modification is for the cost of adding the Romney Building to the Energy Conservation Measures (ECM) and Metering Contracts, hiring a consultant to assist in the development of the programming for the JACE digital control monitoring system, additional ECM and metering work at the Secondary Complex, modifying Consumers Energy gas meters and coordination with the Lansing Board of Water and Light to connect to their water meters.

Benefit

The additional work in the Capitol and Secondary Complexes includes mechanical and electrical items necessary to reduce the amount of energy consumed by the daily operations of state buildings. Implementing these changes will enhance the ability of the Facilities Administration staff to monitor the daily consumption of energy in the majority of DMB managed buildings in the greater Lansing area.

Funding

100% State Building Authority Funds

Commitment

The contract with the Granger Construction Company is based on their payroll times a multiplier for design and management services plus reimbursables. The amount of the contract is within the authorized total project cost.

Risk Assessment

Failure to approve this modification could result in the facilities involved not realizing the potential energy savings and experiencing severe shortfall in their utility budgets over the next five years.

Zip Code
48933

5. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Capitol Governmental Complex – Security Upgrades
File No. 071/03480.EHS - Index Nos. 53178 & 02865
That the contract for professional services with CDM Michigan, Inc., Lansing, Michigan, be increased \$523,906.00 on a lump sum basis, plus reimbursables, to provide construction documents and construction oversight services for security upgrades at the Capitol Governmental Complex, Lansing, Michigan.

Purpose/Business Case

The purpose of this modification is to provide design documents and construction oversight services for the installation of security enhancements in state facilities. In addition, the PSC will develop tenant emergency preparedness guidebooks and conduct training (this portion of the project is federally-funded) to provide tenants with information on the newly improved security systems.

Benefit

Installation of security technology in state facilities will reduce the costly security guard service contracts resulting in significant budgetary savings and improved security.

Funding Source

65% State Building Authority Funds & 35% Federal Grant

Commitment Level

The professional services modification will be a lump sum contract paid upon receipt of approved deliverables, plus authorized reimbursable expenses. The amount of the contract is within the authorized total project cost.

Risk Assessment

Failure to approve this project will result in the continuation of costly vendor contracts for guard services and allow security vulnerabilities to remain unmitigated.

Zip code

48909

REVISIONS TO CONSTRUCTION CONTRACTS

- 6. DEPARTMENT OF ENVIRONMENTAL QUALITY, YPSILANTI – Thomas Solvents Rawsonville Site – Groundwater Remediation Project
File No. 761/03060.RRD – Index No. 47868
EQ-The Environmental Quality Company, Wayne; CCO No. 6, Incr. \$93,987.72

Purpose/Business Case

The purpose of this change order is to continue operation, maintenance and monitoring of the treatment system for a period of twelve months. This site is contaminated and requires more cleanup activities.

Benefit

This will reduce contamination levels and prevent the migration of contaminated groundwater off site to protect the environment.

Funding Source

100% Environmental Protection Fund

Commitment

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

Risk Assessment

Failure to approve this change results in the cleanup activities not being completed and therefore may risk violating the environmental regulations, cause the contamination to spread further and may present health and safety hazards to the public.

Zip Code

48197

7. DEPARTMENT OF ENVIRONMENTAL QUALITY, CORAL – Coral General Store – Installation of Multiphase Extraction System & Air Sparge System
File No. 761/05095.RRD – Index No. 44901
Global Environmental Engineering, Inc., Elk Rapids; CCO No. 5, Incr. \$30,000.00

Purpose/Business Case

The purpose of this contract change order is to modify the construction contract by extending the contract for five months. The change is necessary to continue operation and maintenance activities of the remediation system to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit.

Benefit

The contract change order will provide operation and maintenance services of the remediation system to comply with the discharge permit requirements and abate environmental hazards.

Funding Source

100% State Restricted Refined Petroleum Fund (RPF)

Commitment

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

Risk Assessment

Failure to approve this change results in the remediation system not complying with the requirements of the NPDES permit for discharging treated water from the system to the surface water.

Zip Code

49322

RENEWAL OF LEASE FOR PRIVATE PROPERTY

8. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - Renewal of Lease #6976-2006 effective October 1, 2007, through September 30, 2012, with 1301 Sunset Partners, a Michigan Co-Partnership, 103 Davidson Road, Cadillac, Michigan 49601, as Lessor, and the State of Michigan for the Department of Management and Budget, as Lessee, for 56,144 square feet of warehouse space located at 1301 Sunset Avenue, Lansing Michigan 48909. The annual per square foot rental rate for this space is \$2.45 (\$11,462.73 per month). This rate does not include utilities, janitorial, tubes and bulbs, and trash removal. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$2.77 (\$12,959.91 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form. This lease meets the criteria requiring approval of the Joint Capital Outlay Subcommittee of the Legislature. The Subcommittee approved this Lease on April 5, 2001.

Purpose/Business Case

This is a renewal Lease for warehouse space leased since 1981 by the Department of Management and Budget who is utilizing the space by subleasing to various State agencies who contribute to all lease expenses. This space continues to meet the Agencies' needs.

Benefit

Renewal of this Lease allows the Department to remain at their current location. The base rental rate has not changed since 1981. The new square foot rate is blended for a 2.5% increase starting the 2nd year of this Lease to reflect increased costs of operating and real estate taxes. This rate is lower than current market rates for this market, and additional savings are achieved in operational and administrative costs by eliminating yearly real estate tax and operating adjustments.

Funding Source:

General Fund, Federal Funds, Restricted Funds – Percentage Varies

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing uninterrupted service.

Zip Code

48909

9. DEPARTMENT OF STATE, GAYLORD - Renewal of Lease #2493 effective September 1, 2007, through August 31, 2012, with Catt's Realty Company, a Michigan Corporation, 829 West Main Street, Suite C, Gaylord, Michigan 49735, as Lessor, and the State of Michigan for the Department of State, as Lessee, for 2,474 square feet of office space located at 829 West Main Street, Suites 4 and 5, Gaylord, Michigan 49735. The annual per square foot rental rate for this space is \$10.75 (\$2,216.29 per month). This rate does not include heating, cooling, and electrical utility charges, and janitorial services and supplies. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$11.25 (\$2,319.38 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The space is utilized by the Department of State and it continues to meet their program needs.

Benefit

The renewal of the Lease allows the Department to remain at an established location and avoid relocation expenses. The rental rate is within the market rate. They have been at this location since September 1987.

Funding Source

26% General Fund; 74% Restricted Fund

Commitment Level

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

Risk Assessment

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

Zip Code

49735

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

10. DEPARTMENT OF CORRECTIONS, GAYLORD - Addendum #1 to Lease #10989 approved by the State Administrative Board on June 2, 2002, Item #5, between P & J Development, Inc., a Michigan Corporation, 03544 Behling Road, Boyne City, Michigan 49721, as Lessor, and the State of Michigan for the Department of Corrections, as Lessee, for 1,879 square feet of space located at 1165 Elkview, Gaylord, Michigan 49735. This Addendum provides for reducing the rental rate for the renewal option. The annual per square foot rental rate is \$12.25 (\$1,918.15 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this lease as to legal form.

Purpose/Business Case

The purpose of this Addendum is to provide for a decrease in the rental rate for the renewal option, and the removal of the real estate tax adjustments.

Benefit

Approval of this Addendum will reduce the overall lease expense by \$17,263.20 over the next five years.

Source of Funds

100% General Fund

Commitment Level

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

Risk Assessment

Non-approval of this Addendum will hinder the Department from realizing a cost savings in the rental rate.

Zip Code

49735

LEASE FOR STATE OWNED PROPERTY

11. DEPARTMENT OF STATE POLICE, HOUGHTON LAKE – New Lease #11321 effective October 1, 2007, through September 31, 2017, with Houghton Lake Little League, a Michigan Corporation, as Lessee, and the State of Michigan for the Department of State Police, as Lessor, for 11.56 acre(s) of vacant land located at 9011 West Lake City Road, Roscommon Charter Township, Michigan for the annual rental rate of \$1.00. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This Lease provides for organized little league baseball games and related activities open to the public to take place on otherwise unutilized land.

Benefit

This Lease provides a recreation resource without interfering with State operations.

Funding Source

N/A

Commitment

Ten years with two ten-year renewal options; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the use as for public recreation.

Zip Code

49653

Mr. Saxton presented the Building Committee Report for the regular meeting of August 15, 2007. After review of the forgoing Building Committee Report, Mr. Saxton moved that the Building Committee Report covering the regular meeting held August 15, 2007, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

APPROVED

August 21, 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 August 15, 2007. Those present being:

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

Member: Steve Liedel, representing Approved _____
Lt. Governor Cherry

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

Others: Tom Graf, Department of Environmental Quality; Sherry Bond, Janet Rouse, Department of Management and Budget; Connie Hanrahan, Pam Lavender, Patrick Scarlett, Betsy Steudle, Karen Watson, Department of Transportation

There was no Department of Natural Resources agenda presented.

The Department of Environmental Quality agenda was presented.

Following discussion, Mr. Isom moved that the Environmental Quality agenda be recommended to the State Administrative Board for approval with the withdrawal of Items 2 through 7. Supported by Mr. Liedel, the motion was unanimously adopted.

The Department of Transportation regular agenda was presented.

Correspondence was received from Kirk Steudle, Director of the Department of Transportation, regarding an emergency contract for \$33,000.00 with Compton, Inc. to replace a culvert pipe due to the failure of the pipe structure under the eastbound section of M-40, 2.2 miles north of the Village of Hamilton.

Following discussion, Mr. Isom moved that the Transportation agenda be recommended to the State Administrative Board for approval with Item 165 of the regular agenda withdrawn; Item 30 of the regular agenda

contingent upon approval by the Office of Commission Audit; Items 151 and 225 of the regular agenda contingent upon receipt of the 10% over

Transportation and Natural Resources Report
August 15, 2007
Page 2

estimate justification; and Item 31 of the regular agenda being re-written. Supported by Mr. Liedel, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

At the State Administrative Board meeting on August 21, 2007, Item 30 of the MDOT agenda was withdrawn by the Department of Transportation.

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY
TRANSPORTATION AND NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee August 15, 2007
State Administrative Board August 21, 2007

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

SUBMERGED LANDS

1. Proposed Private Use Agreement (0.32 acre) of Lake Huron public trust bottomlands in Clark Township, Mackinac County.

Applicant: Ian, Fiona and Christopher Hunt (DEQ File LH 459)

Consideration: \$300 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (Part 325)
- B. Benefit
Compliance with Part 325.
- C. Funding Source/Income to the State
\$300 annual fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A):
N/A

2. Proposed Filled Bottomlands Deed (10.30 acre) of Lake St. Clair public trust bottomlands in Clay Township, St. Clair County.

Applicant: Clinton River Boat Club (DEQ File MC 5-12)

Consideration: \$79,899 fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 325.
- B. Benefit
Compliance with Part 325. **Withdrawn**
- C. Funding Source/Income to the State
\$79,899 fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A):
N/A

3. Proposed Filled Bottomlands Deed (0.25 acre) of Lake St. Clair public trust bottomlands in Clay Township, St. Clair County.

Applicant: Leland and Madeline Rodgers (DEQ File MC 192)

Consideration: \$11,276 fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 325.
- B. Benefit
Compliance with Part 325. **Withdrawn**
- C. Funding Source/Income to the State
\$11,276 fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A

Administrative Board Agenda

August 21, 2007

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- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A:
N/A

4. Proposed Filled Bottomlands Deed (0.36 acre) of Lake St. Clair public trust bottomlands in Clay Township, St. Clair County.

Applicant: Thomas and Marion Pawlusiak (DEQ File SC 037)

Consideration: \$21,004 fee

- A. Purpose/Business Case (Why should the State do this now?):

To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 325.

Withdrawn

- B. Benefit

Compliance with Part 325.

- C. Funding Source/Income to the State

\$21,004 fee

- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):

N/A

- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A:

N/A

5. Proposed Filled Bottomlands Deed (0.22 acre) of Lake St. Clair public trust bottomlands in Clay Township, St. Clair County.

Applicant: Richard and Laura Tischbein (DEQ File SC 243-244)

Consideration: \$11,175 fee

- A. Purpose/Business Case (Why should the State do this now?):

To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 325.

Withdrawn

- B. Benefit

Compliance with Part 325.

- C. Funding Source/Income to the State

\$11,175 fee

D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):

N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A:

N/A

6. Proposed Filled Bottomlands Deed (0.25 acre) of Lake St. Clair public trust bottomlands in Clay Township, St. Clair County.

Applicant: James Ward (DEQ File MC 133)

Consideration: \$14,676 fee

Withdrawn

A. Purpose/Business Case (Why should the State do this now?):

To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 325.

B. Benefit

Compliance with Part 325.

C. Funding Source/Income to the State

\$14,676 fee

D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):

N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A:

N/A

7. Proposed Filled Bottomlands Deed (0.40 acre) of Lake St. Clair public trust bottomlands in Clay Township, St. Clair County.

Applicant: Joseph Morelli (DEQ File MC 136)

Consideration: \$12,734 fee

A. Purpose/Business Case (Why should the State do this now?):

To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)

B. Benefit

Compliance with Part 325 of the NREPA.

Withdrawn

C. Funding Source/Income to the State

\$12,734 fee

D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable

(N/A):

N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If

no, enter N/A:

N/A

8. Proposed Private Use Agreement (0.48 acre) of Lake St. Clair public trust bottomlands in Ira Township, St. Clair County.

Applicant: T.A.C. Group Inc. (DEQ File LSC 647)

Consideration: \$1,300 annual fee

A. Purpose/Business Case (Why should the State do this now?):

To authorize use of the State's public trust ownership of the subject Lake St. Clair bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)

B. Benefit

Compliance with Part 325 of the NREPA.

C. Funding Source/Income to the State

\$1,300 annual fee

D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable

(N/A):

N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If

no, enter N/A:

N/A

9. Proposed Private Use Agreement (0.16 acre) of Lake Michigan public trust bottomlands in St. James Township, Charlevoix County.

Applicant: King Strang Hotel LLC (DEQ File LM 247)

Consideration: \$400 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)
- B. Benefit
Compliance with Part 325 of the NREPA.
- C. Funding Source/Income to the State
\$400 annual fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A:
N/A

10. Proposed Private Use Agreement (0.31 acre) of Lake Michigan public trust bottomlands in St. James Township, Charlevoix County.

Applicant: King Strang Hotel Club LLC (DEQ File LM 246)

Consideration: \$300 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA)
- B. Benefit
Compliance with Part 325 of the NREPA.
- C. Funding Source/Income to the State
\$300 annual fee
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A:
N/A

11. Proposed Private Use Agreement (0.92 acre) of Lake Michigan public trust bottomlands in the Village of Northport, Leelanau County.

Applicant: NM Investment Company LLC (DEQ File LM 255)

Consideration: \$1,700 annual fee

A. Purpose/Business Case (Why should the State do this now?):

To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.

B. Benefit

Compliance with Part 325.

C. Funding Source/Income to the State

\$1,700 annual fee

D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or Not applicable (N/A):

N/A

E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.? If no, enter N/A:

N/A

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

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 15, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: August 21, 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. HIGHWAYS (Real Estate) - Resolution “A” (Transfer to Governmental Agency for Transportation Use)

Tract 964, Control Section 41064, Parcel 616, Part A, Parcel 626, Part B, Parcel 627, Part A, Parcel 628, Part A, Parcel 628A, Part A, Parcel 629, Part B, Parcel 631, Part B, Parcel 634, Part A

The subject tract is located in the city of Kentwood, Kent County, Michigan, and contains approximately 2.37 acres. The subject tract was purchased during the M-6 project for the relocation of 60th Street. The tract is being transferred to the Kent County Road Commission as right-of-way for 60th Street. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for transfer sale by Peter Loftis, Grand Region Real Estate Agent, on April 9, 2007. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by local units of government.

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: Properties used for transportation purposes are transferred to state agencies and local units of government at no cost with a permanent reverter.

Risk Assessment: If the property is not transferred, MDOT would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.
Selection: N/A.
New Project Identification: N/A.
Zip Code: 49508.

2. HIGHWAYS (Real Estate) - Resolution "B" (Transfer to Governmental Agency for Transportation Use)

Tract 978, Control Section 41064, Parcel 620, Part A, Parcel 630, Part B, Parcel 658, Part A, Parcel 659, Part A, Parcel 660, Part A, Parcel 661, Part A, Parcel 662, Part B, Parcel 676, Part A

The subject tract is located in the township of Gaines, Kent County, Michigan, and contains approximately 2.02 acres. The subject tract was purchased during the M-6 project for the relocation of 60th Street. The tract is being transferred to the Kent County Road Commission as right-of-way for 60th Street. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for transfer sale by Peter Loftis, Grand Region Real Estate Agent, on April 9, 2007. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by local units of government.

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: Properties used for transportation purposes are transferred to state agencies and local units of government at no cost with a permanent reverter.

Risk Assessment: If the property is not transferred, MDOT would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49518.

3. HIGHWAYS (Real Estate) - Resolution "C" (Transfer to Governmental Agency for Transportation Use)

Tract 979, Control Section 41064, Parcel 606, Part A, Parcel 620, Part B, Parcel 637, Part A, Parcel 662, Part C, Parcel 663, Part A, Parcel 664, Part A, Parcel 670, Part A

The subject tract is located in the township of Gaines, Kent County, Michigan, and contains approximately 2.236 acres. The subject tract was purchased during the M-6 project for the relocation of Hannah Lake Avenue. The tract is being transferred to the Kent County Road Commission as right-of-way for Hannah Lake Avenue. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for transfer sale by Peter Loftis, Grand Region Real Estate Agent, on April 9, 2007. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by local units of government.

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: Properties used for transportation purposes are transferred to state agencies and local units of government at no cost with a permanent reverter.

Risk Assessment: If the property is not transferred, MDOT would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49518.

4. HIGHWAYS (Real Estate) - Resolution "D" (Transfer to Governmental Agency for Transportation Use)

Tract 980, Control Section 41064, Parcel 607, Part A, Parcel 619COMB, Part A, Parcel 630, Part A, Parcel 638, Part A, Parcel 649, Part A, Parcel 650, Part A

The subject tract is located in the township of Gaines, Kent County, Michigan, and contains approximately 1.07 acres. The subject tract was purchased during the M-6 project for the relocation of Hannah Lake Avenue. The tract is being transferred to the Kent County Road Commission as right-of-way for Hannah Lake Avenue. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for transfer sale by Peter Loftis, Grand Region Real Estate Agent, on April 9, 2007. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by local units of government.

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: Properties used for transportation purposes are transferred to state agencies and local units of government at no cost with a permanent reverter.

Risk Assessment: If the property is not transferred, MDOT would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49518.

5. HIGHWAYS (Real Estate) - Resolution "E" (Transfer to Governmental Agency for Transportation Use)

Tract 992, Control Section 70025, Parcel 136, Part B, Parcel 139, Part C, Parcel 140, Part B, Parcel 140A, Part A, Parcel 153, Part A, Parcel 154, Part A, Parcel 155, Part A, Parcel 156, Part A, Parcel 908, Part A, Parcel 910, Part B

The subject tract is located in the township of Jamestown, Ottawa County, Michigan, and contains approximately 10.240 acres. The subject tract was purchased during the M-6 project for the relocation of Ransom Street. The tract is being transferred to the Ottawa County Road Commission as right-of-way for Ransom Street. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for transfer sale by Peter Loftis, Grand Region Real Estate Agent, on April 6, 2007. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by local units of government.

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: Properties used for transportation purposes are transferred to state agencies and local units of government at no cost with a permanent reverter.

Risk Assessment: If the property is not transferred, MDOT would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49427.

6. HIGHWAYS (Real Estate) - Resolution "F" (Transfer to Governmental Agency for Transportation Use)

Tract 993, Control Section 70025, Parcel 115, Part A, Parcel 116, Part D, Parcel 117, Part B, Parcel 126, Part D

The subject tract is located in the township of Jamestown, Ottawa County, Michigan, and contains approximately 5.370 acres. The subject tract was purchased during the M-6 project for the relocation of Angling Road. The tract is being transferred to the Ottawa County Road Commission as right-of-way for Angling Road. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for transfer sale by Peter Loftis, Grand Region Real Estate Agent, on April 9, 2007. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by local units of government.

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: Properties used for transportation purposes are transferred to state agencies and local units of government at no cost with a permanent reverter.

Risk Assessment: If the property is not transferred, MDOT would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49427.

7. HIGHWAYS (Real Estate) – Resolution “G” (Excess Exchange)
Tract 1089, Control Section 41064, Parcel 78AP, Part F

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 7,150 square feet. The property to be acquired is owned by the Kent County Road Commission. It is located in the township of Byron, Kent County, Michigan, and contains approximately 28,939 square feet. The Kent County Road Commission has proposed a property exchange with MDOT. The land being conveyed by MDOT to the Road Commission will allow the Road Commission to construct a cul-de-sac for a local road. The property being conveyed by the Kent County Road Commission to MDOT will be assembled with adjacent MDOT excess property and may be sold. The transaction was approved for an even exchange by Peter Loftis, Grand Region Real Estate Agent, on May 3, 2007.

Criticality: This transaction will allow the Kent County Road Commission to construct a cul-de-sac for a local road and will allow MDOT to assemble additional property with existing excess property.

Purpose/Business Case: The purpose of this exchange is to allow the Kent County Road Commission to make improvements to the infrastructure and give MDOT additional excess property that may be sold in the future.

Benefit: MDOT benefits by obtaining property that can be combined with existing excess property and may be sold in the future.

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

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

Risk Assessment: If this exchange does not occur, it will negatively impact the local infrastructure.

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49315.

8. HIGHWAYS (Real Estate) - Resolution “H” (Transfer to Governmental Agency for Transportation Use)

Tract 1112, Control Section 41064, Parcel 191, Part A, Parcel 201AP, Part B, Parcel 221, Part B, Parcel 223, Part B, Parcel 224AP, Part B, Parcel 225, Part B, Parcel 226AP, Part B, Parcel 227AP, Part B, Parcel 229, Part C, Parcel 262, Part B, Parcel 263, Part B, Parcel 265-S, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 7.088 acres. The subject tract was purchased during the M-6 project for the relocation of 64th Street. The tract is being transferred to the Ottawa County Road Commission as right-of-way for 64th Street. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for transfer sale by Peter Loftis, Grand Region Real Estate Agent, on April 9, 2007. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by local units of government.

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government.

* Denotes a non-standard contract/amendment

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: Properties used for transportation purposes are transferred to state agencies and local units of government at no cost with a permanent reverter.

Risk Assessment: If the property is not transferred, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

New Project Identification: N/A.

Zip Code: 49315.

9. HIGHWAYS (Real Estate) - Resolution "I" (Transfer to Governmental Agency for Transportation Use)

Tract 727, Control Section 56044, Parcel 10, Part C

The subject tract is located in the township of Lincoln, Midland County, Michigan, and contains approximately 0.48 acres. The City of Midland indicated that this property was needed to extend a local road to the airport. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for transfer sale by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on August 14, 2006. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This transaction is necessary to support the development of transportation infrastructure by local units of government.

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of government.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A.

Commitment Level: Properties used for transportation purposes are transferred to state agencies and local units of government at no cost with a permanent reverter.

Risk Assessment: If the property is not transferred, MDOT would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48640.

10. HIGHWAYS (Real Estate) – Resolution “J” (Sale to Abutting Owner)
Tract 1026, Control Section 50061, Parcel 768S, Part A

The subject tract is located in the township of Warren, Macomb County, Michigan, and contains approximately 6,600 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Danny Sorrells, Metro Region Property Analyst, on March 28, 2007, at \$10,200. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on April 2, 2007, for the amount of \$10,200. The sole abutting owner, Floyd Patrick Conran, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$2,040, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

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

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48091.

11. HIGHWAYS (Real Estate) – Resolution “K” (Over the Counter Sale)
Tract 1038, Control Section 41064, Parcel 201AP, Part A, Parcel 223, Part A, Parcel 224AP, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 4.847 acres. The tract was appraised by Kenneth Visser, independent fee appraiser, on April 28, 2006, at \$110,000. The appraisal was reviewed by Doug Bixby, Property Specialist, Project Delivery Section, Real Estate Division, on June 30, 2006, at the amount of \$110,000. The appraised tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent on August 15, 2006, for the amount of \$110,000. The tract was offered for sale at public auction on June 19, 2007, and did not sell. It was approved to be available for over-the-counter sale on July 10, 2007. W6 Land Development, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$110,000, which represents payment in full. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

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

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49315.

12. HIGHWAYS (Real Estate) – Resolution “L” (Railroad Sale)
Sale # RR-032-F, Item # 1, Control Section 4711K3, Parcel 313

The subject property is located in the township of Genoa, Livingston County, Michigan, and contains approximately 2.55 acres. The property was appraised by Kirsten Williams, Alcock & Williams, LLC, an independent fee appraiser, on March 20, 2007, at \$32,000. The appraisal was reviewed by Ron Adams, Property Analyst, Excess Property Unit, on May 1, 2007, at the amount of \$32,000. The appraised property was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on May 1, 2007, for the amount of \$32,000. The abutting owner, Lucy, LLC, has recyclable materials and storage trailers encroaching on MDOT railroad right-of-way. Lucy, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$32,000, which represents payment in full. The property was not offered to the local municipalities because of an encroachment. The property was determined to be excess by the Bureau of Aeronautics and Freight Services (Freight).

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of railroad sales is to dispose of state-owned property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

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

Funding Source: N/A - revenue generating.

Commitment Level: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If railroad property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48116.

13. AERONAUTICS AND FREIGHT (Aeronautics) – Expansion of Intermodal Cargo Apron
Contract (2007-0680) between MDOT and the Bishop International Airport Authority (BIAA) will provide federal and state grant funds for the expansion of the intermodal cargo apron at the Bishop International Airport in Flint, 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 \$5,060,000. Source of Funds: FAA Funds - \$4,807,000; State Bond Funds - \$126,500; BIAA Funds - \$126,500.

Criticality: There has been a significant increase in cargo traffic at this airport. The construction of a new ramp for freight operations needs to be completed as soon as possible because it is essential to create a safer and more efficient system. In addition, cargo and freight shipments will boost the economy in the Flint area. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because of the paving requirements prior to the end of the construction season.

Purpose/Business Case: To provide for the expansion of the west intermodal cargo apron. An increase in cargo traffic necessitates the construction of a new ramp for freight operations.

Benefit: The expansion is part of a larger intermodal hub development project, which will provide for a smooth and efficient transfer of goods between air, highway, and rail transportation. The expansion will provide an apron that meets all federal and state safety and airport design standards.

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

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

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

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

Selection: N/A.

New Project Identification: The expansion is 50 percent new work and 50 percent rehabilitation.

Zip Code: 48507.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Taxiway Rehabilitation
Contract (2007-0681) between MDOT and the Township of Grosse Ile will provide federal and state grant funds for the design for the rehabilitation of the midfield taxiways at the Grosse Ile Municipal Airport in Grosse Ile, 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 \$48,000. Source of Funds: FAA Funds (via block grant) - \$38,400; State Bond Funds - \$8,400; Township of Grosse Ile Funds - \$1,200.

Criticality: The existing pavement is in very poor condition and in need of rehabilitation. Ingestion of pavement debris into jet engines or aircraft propellers can result in serious personal injury and/or extremely expensive repairs to aircraft and turbojet engines. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the existing taxiways are becoming unsafe for airport operations.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of the midfield taxiway pavements, including the lighting system.

Benefit: Will provide a design that meets federal and state safety and airport design standards.
Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Township of Grosse Ile Funds.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 48138.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Permit for North Hangar Area
Contract (2007-0682) between MDOT and the County of Oakland will provide federal and state grant funds for a Michigan Department of Environmental Quality (MDEQ) permit for the north hangar area at the Oakland County International Airport in Pontiac, 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 \$25,000. Source of Funds: FAA Funds (via block grant) - \$23,750; State Bond Funds - \$625; Oakland County Funds - \$625.

Criticality: The sponsor inadvertently completed the north hangar construction project in 2005 without a permit from the MDEQ and was found to be in violation of the Natural Resource Environmental Protection Act. MDEQ has issued a Notice of Violation containing stipulated penalties should the sponsor not comply with the permitting requirements. Therefore, this project cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for an MDEQ permit for the north hangar area.

Benefit: This action will resolve the MDEQ permitting issue and eliminate the possibility that MDEQ will take an escalated enforcement action against the sponsor.

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

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, future projects requiring an MDEQ permit may not proceed as planned, as MDEQ will not issue any permits until past violations are resolved. The sponsor also faces the risk of monetary penalties by MDEQ and/or Environmental Protection Agency if it does not complete this action.

Cost Reduction: The consultant contract and costs were reviewed by MDOT and determined to be appropriate.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0683) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the land acquisition costs of approximately ten parcels in the Benton Heights area at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 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 \$507,211. Source of Funds: FAA Funds (via block grant) - \$481,850; State Bond Funds - \$12,680; SMRAA Funds - \$12,681.

Criticality: All land acquisitions are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones and maintain clear approaches. The property acquisition will meet this federal requirement for safety. This project cannot be deferred until an October 2007 or later State Administrative Board agenda due to non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs for approximately ten parcels in the Benton Heights area (area 3). The costs will include parcel acquisition and closing costs.

Benefit: Acquiring the land will benefit the airport by providing the required federal safety and protection areas and the ability to extend the runway to 6,000 feet. The additional runway length will allow aircraft with heavier payloads and additional fuel to use the airport in adverse weather conditions.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is another phase of an existing project.

Zip Code: 49022.

17. AERONAUTICS AND FREIGHT (Aeronautics) - Preliminary Engineering

Contract (2007-0684) between MDOT and the Oscoda County Board of Commissioners will provide federal and state grant funds for preliminary engineering for the paving and construction of an east/west runway at the Oscoda County Airport in Mio, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$56,000. Source of Funds: FAA Funds (via block grant) - \$44,800; State Bond Funds - \$9,800; Oscoda County Funds - \$1,400.

Criticality: The preliminary engineering will determine runway design needs and will establish a project background for critical construction costs. This project cannot be delayed because it would impact both the design and the construction schedule. It would also delay the land acquisition process, which could increase the cost of the overall project. The paving of this turf runway will result in efficiency improvements, economic benefits, and safety enhancements to their ground personnel.

Purpose/Business Case: To provide for the development of preliminary plans for the paving and construction of an east/west runway.

Benefit: Will establish the scope of design and set the boundaries of the items relevant to the overall project. It will also aid in determining more accurate cost estimates and timelines to reduce cost overruns in the design and construction phases.

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

Commitment Level: The contract is for a fixed cost.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48647.

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

Contract (2007-0694) between MDOT and the City of Detroit will provide federal and state grant funds for airport crack sealing and paint marking at the Coleman A. Young Municipal Airport in Detroit, 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 \$160,000. Source of Funds: FAA Funds (via block grant) - \$128,000; State Bond Funds - \$28,000; City of Detroit Funds - \$4,000.

Criticality: The FAA requires that airport pavements be marked by paint to indicate the centers and edges of runways, taxiways, and aprons, as well as to indicate where aircraft should stop and which runway an aircraft is approaching. Periodic remarking of the pavements is necessary for the markings to be clear. In addition, cracks periodically occur in the pavement. Sealing of the cracks extends the life of the pavement and reduces future repairs and costly rehabilitation. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the preservation of pavement and pavement marking is necessary to ensure the safety of pilots flying into the airport.

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

Benefit: Will enhance the safety of airport users and will comply with FAA safety standards.

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

Commitment Level: The contract is for a fixed cost.

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

Cost Reduction: The project was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is for rehabilitation of pavements at an existing facility.

Zip Code: 48213.

19. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0695) between MDOT and the City of Lowell will provide state grant funds for the land acquisition costs of parcels E12 and E13 at the Lowell City Airport in Lowell, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$100,000. Source of Funds: State Restricted Aeronautics Funds - \$95,000; City of Lowell Funds - \$5,000.

Criticality: All land acquisitions are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones and maintain clear approaches. The property acquisition will meet this federal requirement for safety. This project cannot be deferred until an October 2007 or later State Administrative Board agenda due to non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs of parcels E12 and E13, including acquisition and condemnation costs.

Benefit: Acquiring the property rights will provide for a safe approach to the airport by ensuring that the area is free of existing or future obstructions.

Funding Source: 95% State Restricted Aeronautics Funds and 5% City of Lowell Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local government cannot afford the cost without 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 a new project.

Zip Code: 49331.

20. *AERONAUTICS AND FREIGHT (Aeronautics) – FAA State Block Grant

Contract (2007-0756) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. Each sub-grant will be used to fund up to 95 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$1,750,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or August 2017, whichever is later.

Criticality: This is revenue to the state through a federal block grant, which will provide up to 95 percent federal funding for certain airport improvement and safety enhancement projects. If the grant is not accepted, the federal funds could be lost. Many airport sponsors cannot afford to fund their projects without federal assistance, which could put them at risk of noncompliance with federal regulations.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides federal funding for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 95 percent FAA funds with the remaining percentage divided between state and local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.

Cost Reduction: The grant amount is determined by the FAA and not negotiable.

Selection: N/A.

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

21. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National Railway Company, dated July 5, 1994, provides for improvements under job number 88549 to crossing surfaces on Highway M-102 on the Macomb and Wayne County line. The improvements include full crossing surface removals and reconstructions, along with re-cabing of the existing warning signals.

Estimated Funds:

Federal Highway Administration Funds	\$ 347,906
State Restricted Trunkline Funds	<u>\$ 38,656</u>
Total Funds	<u>\$ 386,562</u>

STR 82143 - 88549
Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project being let in August 2007. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To rebuild existing crossing surfaces and re-cable warning devices.

Benefit: Increased safety by providing smoother crossing surfaces.

Funding Source: Federal Highway Administration Funds and State Railroad Grade Crossing Funds.

Commitment Level: 90% federal and 10% state; based on railroad estimate.

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

Cost Reduction: Improvements are on railroad property, and Canadian National Railway Company is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 48205.

22. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1053) between MDOT and Norfolk Southern Railway Company, dated April 24, 1995, provides for improvements under job number 88551 to crossing surfaces on Highway M-99, city of Albion, Calhoun County, Michigan. The improvements include full crossing surface removal and reconstruction, along with re-cabing of the existing warning signals.

Estimated Funds:

Federal Highway Administration Funds	\$ 38,472.30
State Restricted Trunkline Funds	<u>\$ 4,274.70</u>
Total Funds	<u>\$ 42,747.00</u>

STR 13092 - 88551
Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project being let in September, 2007. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for delay.

Purpose/Business Case: To rebuild the existing crossing surface and re-cable for warning devices.

Benefit: Increased safety by providing smoother crossing surface.

Funding Source: Federal Highway Administration Funds and State Railroad Grade Crossing Funds.

* Denotes a non-standard contract/amendment

Commitment Level: 90% federal and 10% state; based on railroad estimate.

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

Cost Reduction: Improvements are on railroad property, and Norfolk Southern Railway Company is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 49224.

23. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2003-0027/A3) between MDOT and Global Remediation Technologies, Inc., will provide for the performance of additional services, will increase the contract amount by \$99,953.95, and will extend the contract term by three years to provide sufficient time for the consultant to complete ongoing remediation services at MDOT's Dobias right-of-way property in the city of Mount Pleasant, Isabella County. The additional services will include site characterization; a final assessment report, including a feasibility study; a corrective action plan; and ongoing remediation required to meet Michigan Department of Environmental Quality (MDEQ) Part 213 rules and regulations. The original contract provides for the design, installation, operation, and maintenance of a new remediation system for the cleanup of contaminated soil and groundwater at MDOT's Dobias right-of-way property in Mount Pleasant, Michigan. The revised contract term will be August 7, 2002, through December 31, 2010. The revised contract amount will be \$857,248.52. Source of Funds: 100% MDEQ State Sites Cleanup Funds.

Criticality: The contract will expire on December 31, 2007; therefore, it is critical that this amendment be approved at this time to provide for the cleanup of an environmentally contaminated site and to provide continued compliance with MDEQ rules and regulations (Public Act 451 of 1994). Additionally, because MDEQ State Site Cleanup Program Funds are limited, the funds may not be available after October 2007.

Purpose/Business Case: To provide for the performance of additional services, to increase the contract amount by \$99,953.95, and to extend the contract term by three years to provide sufficient time for the consultant to complete the ongoing remediation services at MDOT's Dobias right-of-way site in the city of Mount Pleasant. The additional services include site characterization; a final assessment report, including a feasibility study; a corrective action plan; and ongoing remediation required to meet MDEQ Part 213 rules.

Benefit: Will provide for the continued remediation of petroleum-based chemicals at MDOT's Dobias right-of-way property.

Funding Source: 100% MDEQ State Sites Cleanup Funds.

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

Risk Assessment: If this amendment is not approved, the ongoing cleanup of the contaminated site would cease and MDOT would not be in compliance with state environmental statutes.

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; qualification-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48804.

24. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/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 \$174,160.21. The additional services will include the design of temporary signals for maintaining traffic, the extension of the culvert with headwall replacements, and the roadway. Plan changes were required to reflect the full closure of M-19 and the detour of M-19 traffic and to include the preparation of the part-width stage plans for the area south of the city of Yale. The original authorization provides for the performance of design services for the rehabilitation of M-19 from M-136 north to the city of Yale and of M-136 from M-19 to Kilgore Road, St. Clair County (CS 77012 - JN 55661C). The authorization term remains unchanged, February 7, 2006, through August 11, 2008. The revised authorization amount will be \$735,931.03. The contract term is August 11, 2005, through August 11, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This revision needs to be approved at this time so that the needed additional design services for this rehabilitation project can be performed and the rehabilitation project can be constructed on time. The project will provide for the rehabilitation of almost ten miles of roadway and several intersections, for improved roadway safety, and is being timed to coordinate with two other projects, so that the area will only be affected by roadway construction for one construction season, to minimize user delays and safety risks.

Purpose/Business Case: To provide for additional design services to be performed for the rehabilitation of M-19 from M-136 north to the city of Yale and of M-136 from M-19 to Kilgore Road, St. Clair County. The additional services will include the design of temporary signals for maintaining traffic, the extension of the culvert with headwall replacements, and the roadway.

Benefit: Will assist in the rehabilitation of almost ten miles of roadway, improve several intersections, and be coordinated with two other projects to affect the area for only a single construction season. The roadway service life will be increased by an additional 15 years.

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, the additional design work will not be completed and needed improvements to the roadway will 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: 48006.

25. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2006-0311/A2) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for the performance of additional design services and will increase the contract amount by \$219,239.37. The additional services will include designing two roundabouts at Riverview Drive and Fifth Street. Right-of-way (ROW) acquisition will be required at both locations. The original contract provides for design services to be performed for roadway reconstruction on Main Street/I-94 business loop (BL) from east of the Bicentennial Bridge to North Fair Avenue, city of Benton Harbor, Berrien County (CS 11013 - JN 86206C). The contract term remains unchanged, May 17, 2006, through December 31, 2008. The revised contract amount will be \$1,491,892.18. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This project is scheduled to be let in February 2009. The city of Benton Harbor is included in the Cool Cities Program. As a result, this amendment needs to be approved at this time and cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for two roundabouts at Riverview Drive and Fifth Street. ROW acquisition will be required at both locations.

Benefit: Will provide a more efficient, direct route through the business district of Benton Harbor. This project will also revitalize the economy of Benton Harbor and improve the quality of life of the residents by bringing businesses back to town with new roadway and enhancement work.

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 amendment is not approved, the pavement will continue to deteriorate, the strategy to improve the existing system and meet statewide condition goals will be in jeopardy, and the city could miss an opportunity to revitalize its economy.

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 a new project. This is a reconstruction project with two roundabouts replacing one signalized and one non-signalized intersection.

Zip Code: 49022.

26. HIGHWAYS - IDS University Research Services

Authorization (Z8) under Contract (2006-0411) between MDOT and Michigan State University will provide for the conduct of a traffic characterization study for the new Mechanistic Empirical Pavement Design Guide (M-E PDG) in Michigan. The authorization will be in effect from the date of award through two years. The authorization amount will be \$140,040. The contract term is from July 20, 2006, through July 19, 2009, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The American Association of State Highway and Transportation Officials (AASHTO) will be voting on acceptance of the M-E method as the standard pavement design method in mid 2009. Due to the project length, this study needs to start as soon as possible so that data can be obtained for AASHTO. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: Will provide for the conduct of a traffic characterization study for the new M-E PDG in Michigan.

Benefit: This project will provide the most accurate truck traffic information from data gathered in Michigan. As traffic information accuracy increases, the chances of the resulting pavement design meeting the intended design life increases.

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: Pavements designed without accurate traffic information may not meet design life expectations and could increase costs to MDOT.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

27. HIGHWAYS - IDS University Research Services

Authorization (Z9) under Contract (2006-0411) between MDOT and Michigan State University will provide for an evaluation of the safety impacts of right-turn restrictions in access management, including how to accommodate developments with direct access to busy roads and streets to avoid negative impacts on traffic operations. The authorization will be in effect from the date of award through nine months. The authorization amount will be \$66,144. The contract term is from July 20, 2006, through July 19, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Independent evaluations of restricted right-turn-in/right-turn-out access management are critical in understanding the safety impacts of restricting driveway access. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To evaluate the safety impacts of right-turn restrictions in access management and determine how best to accommodate developments with direct access to busy roads and streets to avoid negative impacts on traffic operations.

Benefit: Will provide MDOT with detailed analysis and corresponding data on the safety impacts of restricting driveway access, including guidelines for using turning restrictions and identification of the positive and negative impacts of such restrictions.

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

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

Risk Assessment: If this authorization is not improved, MDOT may be deterred from evaluating the safety impacts of restricting driveway access on traffic operations.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z23) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the development of a communications system plan for Intelligent Transportation Systems (ITS) in the Grand Region (CS 84913 - JN 100339). The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$166,195.36. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 82% Federal Highway Administration Funds and 18% State Restricted Trunkline Funds.

Criticality: Communication paths between ITS devices and users are the key to making the use of such devices effective. Planning now will reduce the future time and dollars spent on region-wide ITS projects. 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 development of a communications system plan for ITS in the Grand Region.

Benefit: Will help MDOT to reduce the time and money spent on future ITS projects by developing a framework for a communication plan.

Funding Source: 82% Federal Highway Administration Funds and 18% 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 and might prevent MDOT from achieving the safety and operational goals of the ITS Strategic Plan.

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.

* Denotes a non-standard contract/amendment

Selection: Qualifications-based.
New Project Identification: This is a new project.
Zip Code: 49504.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2007-0587) between MDOT and HNTB Michigan, Inc., will provide for the performance of full construction engineering services for the widening of Beck Road from the north side of the Beck Interchange to West Road in the city of Wixom, Oakland County (CS 63459 - JN 101017A). The work items include inspection, quality assurance testing, staking, technical assistance, and the preparation and documentation of project records. The authorization will be in effect from the date of award through June 18, 2010. The authorization amount will be \$114,718.71. The contract term is June 19, 2007, through June 18, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The widening of Beck Road will be in advance of the 2008 reconstruction of the Wixom Road Interchange at I-96. Beck Road will serve as the primary detour route while the interchange is being reconstructed. 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 full construction engineering services for the widening of Beck Road from the north side of the Beck Interchange to West Road in the city of Wixom, Oakland 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: 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: Failure to authorize 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 a new project.

Zip Code: 48393.

30. *HIGHWAYS - Design Consultant Services

Contract (2007-0633) between MDOT and URS Corporation Great Lakes will provide for the performance of design services for the full depth concrete reconstruction of the existing two lanes of I-196 and the reconstruction of Coit Avenue and Lafayette Avenue, including bridge design studies for the Diamond Avenue and Eastern Avenue structures, in Kent County (CS 41027 - JNs 75547C, 51883D, and 51884D). The work items include full depth removal of the existing pavement structure and replacement with pavement, aggregate base, subbase, subbase under-drain, concrete median barrier, curb and gutter removal and replacement, retaining walls, permanent signal plans and staging signal plans, maintaining traffic signing, new storm sewer, storm sewer rehabilitation, freeway lighting, grading, and all associated restoration items. The contract will be in effect from the date of award through February 4, 2010. The contract amount will be \$1,371,240.12. Source of Funds: 89.13% Federal Highway Administration Funds and 10.87% State Restricted Trunkline Funds.

Criticality: This project is critical due to its size and complexity. Coordination with local agencies and stake holders will be necessary, and survey requirements for this project must be fulfilled in a timely manner prior to winter weather.

Purpose/Business Case: To provide for the full depth concrete reconstruction of the existing two lanes of I-196 and the reconstruction of Coit Avenue and Lafayette Avenue, including bridge design studies for the Diamond Avenue and Eastern Avenue structures, in Kent County.

Benefit: Will help to reduce congestion, decrease user delays, and increase the safety of the route.

Funding Source: 89.13% Federal Highway Administration Funds and 10.87% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not approved, user delays could increase due to roadway congestion, which could lead to safety issues.

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: Qualification-based.

New Project Identification: This is a new project and will add new physical assets which include weave merge lanes.

Zip Code: 49503.

31. *HIGHWAYS – Feasibility Study

Contract (2007-0665) between MDOT and URS Corporation Great Lakes will provide for a study to determine the best method of monitoring the structural integrity of the Mackinac Bridge. The study will be used to create a strategic plan for an enhanced, automated structural monitoring program specific to the Mackinac Bridge. The work items include the identification of suitable technologies, a site visit, meetings, and the preparation of a preliminary report and a final report. The contract will be in effect from the date of award through August 31, 2008. The contract amount will be \$64,206.40. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The Mackinac Bridge is one of the largest assets of the State of Michigan and provides direct access to the Upper Peninsula of Michigan. This project will help to determine the best method of monitoring the structural integrity of the bridge. The Strategic Planning and Research funds for this project will expire this fiscal year. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for a study to determine the best way to monitor the structural integrity of the Mackinac Bridge. Current monitoring methods employed by the Mackinac Bridge Authority only determine a snapshot of the position of the bridge and do not determine the pulse or baseline signature of the bridge. New monitoring technologies already in use in the preservation of other worldwide suspension bridges are necessary in order to preserve the 50 year old bridge and will provide instant feedback. This instant feedback, along with crack sensors and cable break sensors, is critical to determine the motion of the bridge during high wind and loading conditions.

Benefit: Adoption of new technologies to preserve and monitor the structure of the Mackinac Bridge.

Funding Source: 80% Federal Highway Administration (Strategic Planning and Research) Funds and 20% State Restricted Trunkline (Statewide Strategic Planning and Research) Funds.

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

Risk Assessment: If this contract is not approved, the creation of a structural monitoring program for the Mackinac Bridge could be jeopardized. Federal Strategic Planning and Research Funds could be lost.

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

Selection: Qualifications-based.

New Project Identification: This is a preservation project.

Zip Code: 49781.

32. HIGHWAYS - IDS Engineering Services
 Contract (2007-0676) between MDOT and Wade Trim 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.
33. HIGHWAYS - IDS Engineering Services
 Contract (2007-0677) between MDOT and Fishbeck, Thompson, Carr & Huber, 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.
34. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5329) between MDOT and the Genesee County Road Commission will provide for participation in the following improvements:

Traffic signal upgrading work at the intersection of Linden Road and Court Street and at the intersection of Genesee Road and Richfield Road.

Estimated Funds:

Federal Highway Administration Funds	\$25,800
Genesee County Road Commission Funds	\$ 6,400
Total Funds	<u>\$32,200</u>

STH 25609 – 80584
 Local Force Account

Criticality: This project will improve vehicular traffic movement at two signalized intersections. Delaying the project could result in forfeiture of federal funding and adversely affect the safety of motorists.

Purpose/Business Case: To upgrade existing traffic signals.

Benefit: Improved intersection operation and safety.

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

Commitment Level: 80% federal; 20% Genesee County Road Commission.

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

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

Selection: N/A.

New Project Identification: Improvement of existing traffic signals.

Zip Code: 48506.

* Denotes a non-standard contract/amendment

35. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5338) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Vertical curve modification work at the intersection of Carlson Road and H-33, including drainage improvements, aggregate surface course work, and subgrade strengthening work.

Estimated Funds:

Federal Highway Administration Funds	\$25,500
Mackinac County Road Commission Funds	<u>\$ 6,400</u>
Total Funds	<u>\$31,900</u>

STH 49609 - 87714
 Local Force Account

Criticality: This project will improve the visibility of oncoming traffic and enhance the operation of the intersection. Delaying the project could result in forfeiture of federal funding and adversely affect the safety of motorists.

Purpose/Business Case: To modify the vertical curve to improve safety.

Benefit: Increased safety.

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

Commitment Level: 80% federal; 20% Mackinac County Road Commission.

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

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

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49838.

36. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2007-5354) between MDOT and the County of Wayne will provide for participation in the following:

Integration, implementation, and evaluation of Phase III of the Roadway Infrastructure Management System (RIMS), including database development to inventory and monitor roadway information and allow integration with current Intelligent Transportation Systems (ITS).

Estimated Funds:

Federal Highway Administration Funds	\$1,240,977
County of Wayne Funds	<u>\$1,240,977</u>
Total Funds	<u>\$2,481,954</u>

ITS 82457 - 76223
 Local Letting and Force Account

Criticality: ITS Funds can only be used for ITS activities and may not to be expended on any other activity. This phase is the last phase of a three-phase project, and the local agency receiving these funds has already invested significant time and dollars in preparing for this phase. The project is dependent upon receipt of the ITS Funds for the investment to come to fruition and the project to be completed. Delaying this project could result in forfeiture of federal funding and would adversely impact the local agency as its budget, time frames, and contract schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in ITS activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Increased integration and coordination within and among transportation modes to improve traffic operations.

Funding Source: Federal Intelligent Transportation System Funds and County of Wayne Funds.

Commitment Level: 80% federal up to \$1,240,977 and the balance by County of Wayne; based on estimate.

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

Cost Reduction: Low bid and estimate reviewed to make sure costs are reasonable and valid.

Selection: Low bid for contracted work; N/A for force account work.

New Project Identification: This is a new project.

Zip Code: 48226.

37. HIGHWAYS - Participation for Local Agency Construction Contract

Amendatory Contract (2007-5369) between MDOT and the City of Albion will provide for participation in the following improvements:

Non-motorized pathway work along the south side of the Kalamazoo River from North Gale Street to Hannah Street.

The purpose of this amendment is to provide an increase in the maximum amount of federal funds from \$399,600 to \$589,061 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	\$589,061
City of Albion Funds	<u>\$229,079</u>
Total Funds	<u>\$818,140</u>

STE 13466 – 73831; Calhoun County
Amendment

Criticality: This project was let in February 2007 and awarded in March 2007. Delaying this amendment would keep MDOT from correctly billing the City for eligible project costs in excess of \$550,000.

Purpose/Business Case: To amend the original contract to increase the maximum amount of federal funds from \$399,600 to \$589,061 for the project.

Benefit: The City's share of the project cost will be reduced for those costs exceeding \$550,000, and the City will be properly billed.

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

Commitment Level: 72% federal up to \$589,061 and the balance by City of Albion; based on estimate.

Risk Assessment: Without approval of the change in funding, the City would be incorrectly billed for a portion of the project once the eligible costs exceeded \$550,000.

Cost Reduction: N/A.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49224.

38. HIGHWAYS - Participation for Intelligent Transportation System Installation

Contract (2007-5386) between MDOT and the Road Commission for Oakland County will provide for funding participation in the following activities:

The providing of support services for United States Department of Transportation Vehicle Infrastructure Integration (USDOT VII) proof of concept testing in the interchange area of Highways I-96, I-696, M-5, and I-275 and Twelve Mile Road, including the installation and maintenance of roadside infrastructure and data collection.

Estimated Funds:

Federal Highway Administration Funds	\$500,000
State Restricted Trunkline Funds	\$125,000
Road Commission for Oakland County Funds	\$ <u>0</u>
Total Funds	<u>\$625,000</u>

ITS 84917 - 100451

No Letting

Criticality: MDOT and the Michigan Economic Development Corporation have sponsored a 21st Century Jobs Fund project, the Connected Vehicle Proving Center (CVPC), which is anticipated to result in the creation of 1,600 new jobs in Michigan in the coming years. This project is necessary to provide engineering support to the CVPC to help ensure that those jobs are actually created. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for installation and maintenance for the Michigan and USDOT VII program in the Metro Region.

Benefit: Will ensure that Michigan remains the leader in VII and is in a position to compete for additional future funding. MDOT is currently the leader in this program. In the past 18 months, Michigan-based companies and organizations have received over \$100 million in funds from the USDOT. The Michigan VII program is part of the larger USDOT VII program, is supported by all of the Michigan-based auto manufacturers, and is seen as the future of transportation in the United States.

Funding Source: Federal Intelligent Transportation System Funds and State Trunkline and Bridge Funds.

Commitment Level: 80% federal, 20% state; based on estimate.

Risk Assessment: If this authorization is not approved, it would be increasingly difficult to keep up with the current state-of-the-art technologies of the VII program, and MDOT would be at risk of losing future funding and opportunities in the program.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48075.

* Denotes a non-standard contract/amendment

39. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0697) between MDOT and Adams & Associates Appraisal Co., LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
40. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0698) between MDOT and Alcock & Williams will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
41. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0699) between MDOT and Allen & Associates Appraisal Group, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
42. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0700) between MDOT and Anderson, Eckstein, and Westrick, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
43. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0701) between MDOT and Appraisal Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

44. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0702) between MDOT and Appraisal Services, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
45. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0703) between MDOT and BEI Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
46. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0705) between MDOT and Bollinger Appraisal and Investment will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
47. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0706) between MDOT and Bratcher & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
48. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0707) between MDOT and Cannon Valuation Services, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

49. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0708) between MDOT and Capstone Realty Resources will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
50. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0709) between MDOT and Charles F. Walker will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
51. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0710) between MDOT and Colliers International will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
52. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0711) between MDOT and Commonwealth Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
53. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0712) between MDOT and Cook, Pray, Hanson & Associates will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

54. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0713) between MDOT and Cooper Nesbitt Appraisal, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
55. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0714) between MDOT and County to County Appraisal will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
56. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0715) between MDOT and Davis M. Somers Company, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
57. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0716) between MDOT and Feasibility Research Group, Ltd; will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
58. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0717) between MDOT and Fred B. Phlippeau and Associates will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

59. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0718) between MDOT and Frisbie Appraisal Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
60. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0719) between MDOT and Fuller Appraisal Service will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
61. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0720) between MDOT and Gene Vogan & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
62. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0721) between MDOT and Genzink Appraisal Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
63. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0722) between MDOT and Gerald Alcock Company, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

64. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0723) between MDOT and Harvey Deson will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
65. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0724) between MDOT and Herbert C. Cusack will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
66. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0725) between MDOT and Holland Engineering, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
67. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0726) between MDOT and Home Pro, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
68. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0727) between MDOT and JR Group, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

69. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0728) between MDOT and Mario Galli will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
70. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0729) between MDOT and Maturen & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
71. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0730) between MDOT and Michigan Appraisal Company, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
72. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0731) between MDOT and Northern Michigan Real Estate Consultants will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
73. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0732) between MDOT and Northern Michigan Real Estate Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

74. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0733) between MDOT and Oetzel-Hartman Group will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
75. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0734) between MDOT and Peggy Young & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
76. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0735) between MDOT and Piazza Appraisal Service will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
77. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0736) between MDOT and R. S. Thomas & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
78. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0737) between MDOT and Realty Diversified Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

79. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0738) between MDOT and Robert H. Scott will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
80. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0739) between MDOT and S. M. Dix Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
81. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0740) between MDOT and Shepard Storage will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
82. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0741) between MDOT and Silverwood Appraisal will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
83. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0742) between MDOT and Spicer Group, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

84. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0743) between MDOT and Stoppert's Appraisal Service will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
85. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0744) between MDOT and Swanson & Associates Appraisers, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
86. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0745) between MDOT and Terra Field Services, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
87. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0746) between MDOT and Time Saving Appraisal Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
88. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0747) between MDOT and Towns Pillar Real Estate, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

89. HIGHWAYS (Real Estate) - IDS Real Estate Services
 Contract (2007-0748) between MDOT and Value Trends, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
90. HIGHWAYS (Real Estate) - IDS Real Estate Services
 Contract (2007-0749) between MDOT and Wieme, Rende & Associates will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
91. PASSENGER TRANSPORTATION - Section 5311 Program
 Project Authorization Revision (Z11/R2) under Master Agreement (2002-0093) between MDOT and Yates Township, in Lake County, will extend the authorization term by one year to provide sufficient time for Yates Township to complete the facility renovation project. The project was delayed due to the death of the Yates Township transit director. As a result, projects were placed on hold to allow the new transit director time to become familiar with transit operations in Yates Township. The facility renovation project is now ready to be sent out for bids and the time extension will allow Yates Township to complete the bid process according to federal and state procurement procedures. The original authorization provides state matching funds for Yates Township's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant for facility renovations and office equipment. The authorization amount remains unchanged at \$60,000. The revised authorization term will be September 14, 2004, through September 13, 2008. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$48,000; FY 2002, FY 2005, and FY 2007 State Restricted Comprehensive Transportation Funds - \$12,000.

Criticality: This revision is critical to allow Yates Township to continue with the procurement process for the facility renovation project, which will enhance services for transit customers.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$48,000; FY 2002, FY 2005, and FY 2007 State Restricted Comprehensive Transportation Funds - \$12,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49642.

92. PASSENGER TRANSPORTATION - Section 5307/ST Program

Project Authorization (Z5) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide state matching funds for the City of Kalamazoo's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant for the purchase of five expansion vans and one bus. The authorization will be in effect from the federal grant effective date through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$199,810. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$159,848; FY 2007 State Restricted Comprehensive Transportation Funds - \$39,962.

Criticality: Approval at this time is critical to allow the City to replace a bus that has met its useful life and to purchase needed expansion vans. These purchases will provide a safe and reliable fleet for the safety of passengers and the public.

Purpose/Business Case: To provide state matching funds for the City of Kalamazoo's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$159,848; FY 2007 State Restricted Comprehensive Transportation Funds - \$39,962.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49007.

93. *PASSENGER TRANSPORTATION - Section 5309 Revenue Grant

Contract (2007-0581) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$1,313,750 in federal funds to the state for the purchase of vehicles and preventive maintenance for Boysville of Michigan, Inc., an eligible transit agency participating in the FY 2006 and 2007 Federal Section 5309 Capital Discretionary Program. Local matching funds in the amount of \$328,438 will be provided, for a total contract amount of \$1,642,188. The contract will be in effect from the federal grant effective date until the last obligation between the parties has been fulfilled. The contract may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$1,313,750; Boysville Funds - \$328,438.

Criticality: Boysville of Michigan, Inc., has a critical need to replace vehicles that have been declared unsafe for passenger transportation.

Purpose/Business Case: To provide federal funding for the purchase of vehicles and preventive maintenance for Boysville of Michigan, Inc.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,313,750; Boysville Funds - \$328,438.

Commitment Level: Grant amount is based on cost estimates.

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

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

Selection: N/A.

* Denotes a non-standard contract/amendment

New Project Identification: This is a new project.
Zip Code: 49236.

94. *PASSENGER TRANSPORTATION - Section 5309 Revenue Grant

Contract (2007-0626) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$498,634 in FY 2007 Federal Section 5309 Capital Discretionary Program funds to the state for the purchase of equipment and the construction of facilities for four eligible transit agencies participating in the program. State matching funds in the amount of \$87,540 will be provided, for a total contract amount of \$586,174. Toll credits in the amount of \$29,696 will be allocated as match for dispatch and communication equipment and software. The contract will be in effect from the effective date of the federal grant until the last obligation between the parties has been fulfilled. The contract may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: Federal Transit Administration (FTA) Funds - \$498,634; FY 2007 State Restricted Comprehensive Transportation Funds - \$87,540.

Criticality: The agencies that will receive this funding have received high priority project earmarks in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) from Congress for a four-year period. The procurement processes for these projects were started during 2006. These authorizations will allow the procurement process to continue and avoid a lengthy delay if the process must be started over.

Purpose/Business Case: To provide federal and state funding for the purchase of equipment and the construction of facilities for four eligible transit agencies under the FY 2007 Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$498,634; FY 2007 State Restricted Comprehensive Transportation Funds - \$87,540.

Commitment Level: Contract amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

95.- TRANSPORTATION PLANNING – Transportation Planning Activities

105. The following project authorizations under master agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from October 1, 2007, through September 30, 2008. The terms of the master agreements are from October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Transit Administration Funds (Section 5303) and 20% local agency funds.

	<u>Contract/Auth. #</u>	<u>MPO</u>	<u>Amount</u>	<u>Zip Code</u>
95.	2006-0001/Z9	Battle Creek Area Transportation Study	\$ 40,568	49015
96.	2006-0002/Z8	Bay County Board of Commissioners	\$ 40,193	48708
97.	2006-0003/Z5	Genesee County Metropolitan Planning Commission	\$328,224	48502
98.	2006-0004/Z17	Grand Valley Metropolitan Council	\$195,163	49503
99.	2006-0005/Z7	Kalamazoo Area Transportation Study	\$ 89,923	49001
100.	2006-0006/Z19	Macatawa Area Coordinating Council	\$ 43,821	49424
101.	2006-0007/Z6	Region 2 Planning Commission	\$ 43,053	49201

* Denotes a non-standard contract/amendment

102.	2006-0008/Z7	Saginaw County Metropolitan Planning Commission	\$ 65,656	48602
103.	2006-0010/Z12	Southwest Michigan Planning Commission	\$ 37,790	49022
104.	2006-0011/Z9	Tri-County Regional Planning Commission	\$138,230	48910
105.	2006-0012/Z11	West Michigan Shoreline Regional Development Commission	\$ 38,494	49443

Criticality: These federally authorized funds must be made available in order for the Metropolitan Planning Organizations (MPOs) to meet federally mandated requirements as documented in 23 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: 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 by federal regulations cited above to MPOs. 80% Federal Transit Administration Funds and 20% local agency funds.

Commitment Level: The costs of the projects are based on the federally-approved Unified Work Programs (UWP) for the MPOs. Each UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the current UWPs for the MPOs, 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 millions of federal dollars for transportation planning activities throughout the state.

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: See above.

106.- TRANSPORTATION PLANNING – Transportation Planning Activities

117. The following project authorizations issued under master planning agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from October 1, 2007, through September 30, 2008. The terms of the master agreements are from October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds (Section PL112) and 18.15% local agency funds

	<u>Contract/Auth. #</u>	<u>MPO</u>	<u>Amount</u>	<u>Zip Code</u>
106.	2006-0001/Z10	Battle Creek Area Transportation Study	\$180,305	49015
107.	2006-0002/Z7	Bay County Board of Commissioners	\$180,184	48708
108.	2006-0003/Z6	Genesee County Metropolitan Planning Commission	\$981,212	48502
109.	2006-0004/Z16	Grand Valley Metropolitan Council	\$872,454	49503
110.	2006-0005/Z8	Kalamazoo Area Transportation Study	\$372,663	49001
111.	2006-0006/Z18	Macatawa Area Coordinating Council	\$210,095	49424
112.	2006-0007/Z7	Region 2 Planning Commission	\$203,758	49201
113.	2006-0008/Z	Saginaw County Metropolitan Planning Commission	\$208,919	48602
114.	2006-0010/Z9	Southwestern Michigan Commission	\$ 85,867	49022
115.	2006-0010/Z10	Southwestern Michigan Commission	\$160,391	49022

* Denotes a non-standard contract/amendment

116.	2006-0011/Z10	Tri-County Regional Planning Commission	\$562,139	48910
117.	2006-0012/Z10	West Michigan Shoreline Regional Development Commission	\$316,508	49443

Criticality: These federally authorized funds must be made available in order for the Metropolitan Planning Organizations (MPOs) to meet federally mandated requirements as documented in 23 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: 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 by federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds and 18.15% local agency funds.

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

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

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: See above.

118. TRANSPORTATION PLANNING - Air Quality Conformity

Project Authorization (Z11) issued under Master Planning Agreement (2006-0011) between MDOT and the Tri-County Regional Planning Commission will provide for the undertaking of services for air quality conformity, travel forecasting, social/economic data, and modeling. This authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$229,810. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the Metropolitan Planning Organizations (MPOs) to meet federally mandated requirements as documented in 23 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: To provide services for air quality conformity, travel forecasting, social economic data, and modeling, as described in the FY 2008 Unified Work Program (UWP).

Benefit: Will provide for the performance of Environmental Protection Agency air quality conformity analysis.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to the MPOs. 81.85% Federal Highway Administration Funds and 20% State Restricted Trunkline 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 dollars for transportation planning activities throughout the state.

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: 48910.

119.- TRANSPORTATION PLANNING – Transportation Planning Activities

131. The following project authorizations issued under master agreements between MDOT and the following agencies will provide for assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from October 1, 2007, through September 30, 2008. The terms of the master agreements are from October 1, 2005, through September 30, 2008. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Contract/Auth. #</u>	<u>RPO</u>	<u>Amount</u>	<u>Zip Code</u>
119.	2006-0013/Z9	Central Upper Peninsula Planning & Development Regional Commission	\$39,000	49829
120.	2006-0014/Z12	East Central Michigan Planning & Development Regional Commission	\$39,000	48602
121.	2006-0015/Z13	Eastern Upper Peninsula Regional Planning & Development Commission	\$36,000	49783
122.	2006-0016/Z5	G-L-S Region V Planning & Development Commission	\$34,000	48502
123.	2006-0017/Z13	Northeast Michigan Council of Governments	\$40,000	49735
124.	2006-0018/Z15	Northwest Michigan Council of Governments	\$37,000	49685
125.	2006-0019/Z8	Region 2 Planning Commission	\$38,000	49201
126.	2006-0020/Z5	Southcentral Michigan Planning Council	\$34,000	49081
127.	2006-0021/Z8	Southwestern Michigan Commission	\$38,700	49022
128.	2006-0022/Z5	Tri-County Regional Planning Commission	\$40,100	48910
129.	2006-0023/Z7	West Michigan Regional Planning Commission	\$37,000	49503
130.	2006-0024/Z6	West Michigan Shoreline Regional Development Commission	\$38,000	49443
131.	2006-0025/Z18	Western Upper Peninsula Planning & Development Regional Commission	\$38,000	49931

* Denotes a non-standard contract/amendment

Criticality: These projects are allocated to the 14 regional planning organizations (RPOs) established for the express purpose of promoting local/state transportation investment strategies. Should MDOT not fund these projects, many safety, education, and economic development opportunities related to transportation improvements would cease.

Purpose/Business Case: The 14 RPOs are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project facilitation and administration, and organization of MDOT public meetings.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The costs of planning activities are negotiated by the local agency/RPO. 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: See list above.

132. TRANSPORTATION PLANNING - M-35 Heritage Route Corridor Management Plan

Project Authorization (Z10) issued under Master Agreement (2006-0013) between MDOT and the Central Upper Peninsula Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-35. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with this project, many innovative examples of unique implementation strategies could be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is part of an on going program.

Zip Code: 49829.

133. TRANSPORTATION PLANNING - M-15 Heritage Route Corridor Management Plan
Project Authorization (Z13) issued under Master Agreement (2006-0014) between MDOT and the East Central Michigan Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-15. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with this project, many innovative examples of unique implementation strategies could be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is part of an on going program.

Zip Code: 49829.

134. TRANSPORTATION PLANNING - M-123 Heritage Route Corridor Management Plan
Project Authorization (Z14) issued under Master Agreement (2006-0015) between MDOT and the Eastern Upper Peninsula Regional Planning & Development Commission will provide for the implementation of the Heritage Route Corridor Management Plan for M-123. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with this project, many innovative examples of unique implementation strategies could be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is part of an on going program.

Zip Code: 49783.

135. TRANSPORTATION PLANNING - US-23 Heritage Route Corridor Management Plan

Project Authorization (Z14) issued under Master Agreement (2006-0017) between MDOT and the Northeast Michigan Council of Governments will provide for implementation of the Heritage Route Corridor management plan for US-23. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$53,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with this project, many innovative examples of unique implementation strategies could be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is part of an on going program.

Zip Code: 49735.

136. TRANSPORTATION PLANNING - M-22 Heritage Route Corridor Management Plan

Project Authorization (Z16) issued under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the implementation of the Heritage Route Corridor Management Plan for M-22. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with this project, many innovative examples of unique implementation strategies could be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is part of an on going program.

Zip Code: 49685.

137. TRANSPORTATION PLANNING - M-37 Heritage Route Corridor Management Plan

Project Authorization (Z17) issued under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the implementation of the Heritage Route Corridor management plan for M-37. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$32,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with this project, many innovative examples of unique implementation strategies could be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is part of an on going program.

Zip Code: 49685.

138. TRANSPORTATION PLANNING - M-119 Heritage Route Corridor Management Plan

Project Authorization (Z18) issued under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the implementation of the Heritage Route Corridor management plan for M-119. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with this project, many innovative examples of unique implementation strategies could be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: RPO costs are fixed and limited by line item appropriation.
Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.
Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.
Selection: N/A.
New Project Identification: This is part of an ongoing program.
Zip Code: 49685.

139. TRANSPORTATION PLANNING - Petoskey Local Road Study
Project Authorization (Z19) issued under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the completion of a transportation plan for the Petoskey area that includes both state and local roads. The study will identify and prioritize needed transportation improvements to the existing road systems in the city of Petoskey, Resort Township, and Bear Creek Township. The area's land use plans will be reviewed, and transportation land use recommendations will be made to enhance the success of identified transportation system improvements and management strategies. The project will aim to identify methods of improving circulation, mobility, and safety in the Petoskey area. The authorization will be in effect from October 1, 2007, through December 31, 2008. The authorization amount will be \$30,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The Petoskey Local Road Study will identify and prioritize needed transportation improvements for the existing road systems in Petoskey, Resort Township, and Bear Creek Township. The primary focus of the study will be on local solutions for local roads. The study began late in the first quarter of fiscal year 2007 and will be completed in December of 2007. It is critical that the study be continued and completed in fiscal year 2008. Funding for the study is from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (High Priority Project).

Purpose/Business Case: To provide for the completion of a study to identify necessary transportation improvements for the existing road systems in the Petoskey area.

Benefit: Will improve transportation circulation, mobility, and safety in the Petoskey area.

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

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If this authorization is not approved, the study may not be completed and the Petoskey area could lose an opportunity to identify and prioritize needed transportation improvements to the existing road systems and to improve traffic circulation, mobility, and safety.

Cost Reduction: The costs of funding the RPO program are fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an on going program.

Zip Code: 49685.

140. TRANSPORTATION PLANNING - Access Management Plan

Project Authorization (Z20) issued under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the development of an access management plan for the US-131 business route (BR) in the Cadillac area from US-131, south of Cadillac, north to Boon Road and east on Boon Road to US-131. The plan will include recommendations to reduce congestion, enhance safety, improve roadway capacity, consolidate and eliminate driveways when possible, improve driveway configurations and spacing, and enhance communication between local units of government and MDOT. The authorization will be in effect from October 1, 2007, through July 1, 2008. The authorization amount will be \$74,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The access management plan for the US-131 BR began in fiscal year 2007. It is critical that the plan be continued and completed in fiscal year 2008.

Purpose/Business Case: To provide for the performance of a study to identify necessary transportation improvements for the existing road systems in the Petosky area.

Benefit: Will improve transportation circulation, mobility, and safety in the Petosky area.

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

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The costs of funding the RPO program are fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an on going program.

Zip Code: 49685.

141. TRANSPORTATION PLANNING - US-12 Heritage Route Corridor Management Plan

Project Authorization (Z9) issued under Master Agreement (2006-0021) between MDOT and the Southwestern Michigan Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-12. The project will provide processes, criteria, recommendations, and a coordination plan for land use and the resolution of transportation issues along US-12. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$53,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with this project, many innovative examples of unique implementation strategies could be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is part of an on going program.

Zip Code: 49022.

142. TRANSPORTATION PLANNING - US-41 Heritage Route Corridor Management Plan

Project Authorization (Z19) issued under Master Agreement (2006-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-41. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$41,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with this project, many innovative examples of unique implementation strategies could be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

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

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is part of an on going program.

Zip Code: 49931.

143. TRANSPORTATION PLANNING – Transportation and Land Use Activities

Project Authorization (Z5) under Master Planning Agreement (2006-0026) between MDOT and the TC-TALUS Policy Board will provide for the conduct of comprehensive and continuing transportation and land-use planning activities in the Traverse City area. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the Metropolitan Planning Organizations (MPOs) to meet federally mandated requirements as documented in 23 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: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, an MPO is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

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 by the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline 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

* Denotes a non-standard contract/amendment

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 throughout the state.

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: 49685.

144. TRANSPORTATION PLANNING - Comprehensive Transportation Plan

Project Authorization (Z6) under Master Agreement (2006-0026) between MDOT and TC-TALUS Policy Board will provide for technical assistance to the Land Use and Coordinating Committee for the administration of a consultant contract for the development of a comprehensive transportation plan (CTP) for the Traverse City area. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board Funds.

Criticality: These federally authorized funds must be made available in order for the Metropolitan Planning Organizations (MPOs) 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.

Purpose/Business Case: To provide technical assistance for the administration of a consultant contract for the development of a CTP.

Benefit: Development and implementation of strategies identified by the CTP.

Funding Source: Dedicated federal funds that must be passed through to the MPOs by the federal regulations cited above. 80% Federal Highway Administration Funds and 20% TC-TALUS Policy Board 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 amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

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

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: 49685.

145. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2006-0045/A3) between MDOT and Wilbur Smith Associates, Inc., Michigan will extend the contract term by five months to provide sufficient time for the consultant to complete the development and testing of the economic tool. The additional time is needed because this task was delayed due to a delay in the approval of the purchase of the underlying economic model. The original contract provides for assistance in the development of MDOT's 2005-2030 State Long Range Plan (SLRP) process. The revised contract term will be November 2, 2005, through February 28, 2008. The contract amount remains unchanged at \$2,343,253. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The contract will expire on September 30, 2007. Extending the contract term through February 28, 2008, will allow the development and testing of the economic tool to be completed.

Purpose/Business Case: To extend the contract term by five months to provide sufficient time for the consultant to complete the development and testing of the economic tool. The economic tool will allow MDOT to estimate the economic impacts of transportation programs and projects; the tool can be adjusted to fit Michigan's changing economic environment.

Benefit: Will provide sufficient time for the consultant to complete the project, which will allow MDOT to better estimate the costs of projects and studies, prioritize projects, and soundly commit scarce financial resources.

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

Commitment Level: The contract cost is fixed. This contract is on an actual cost plus fixed fee basis.

Risk Assessment: If this amendment is not approved, the development and testing of the economic tool may not be completed. The economic tool is a supplemental part of the SLRP development process. Additionally, the economic tool is already under construction.

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

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

New Project Identification: This is not a new project.

Zip Code: 48909.

146. *TRANSPORTATION PLANNING – US-23 Corridor Feasibility Study

Contract (2007-0675) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the preparation of a feasibility study for the US-23 corridor. The study will be used to develop a long-range master plan to guide near-term investment decisions relating to preservation needs and future public and private development proposals. The contract will be in effect from the date of the award through September 30, 2008. The contract amount will be \$587,734.48. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% State Restricted Trunkline Funds.

Criticality: This study is critical for the development of a much needed long-term strategy to address capacity, deteriorating road and bridge conditions, and public transportation needs along the US-23 corridor. The master plan will impact local agencies and planning boards. This contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for the preparation of a feasibility study for the US-23 corridor. The study will be used to develop a long-range master plan to guide near-term investment decisions relating to preservation needs and future public and private development proposals. The master plan will assist MDOT in coordinating future studies and improvements along the corridor.

Benefit: Will provide MDOT with a detailed inventory of current and future conditions to be used when addressing short- and long-term capacity, safety, preservation, and public transportation needs and will assess the impacts of alternative development along the corridor.

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

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

* Denotes a non-standard contract/amendment

Risk Assessment: MDOT must address certain bridge conditions and needs along this corridor within the next five years. If MDOT does not proceed with this study, the FHWA could require MDOT to study corridor expansion improvements along the entire 15-mile corridor and could fiscally limit any identified proposed improvements. By implementing the feasibility study, MDOT hopes to identify smaller, more manageable segments for improvement that can proceed to future design and construction phases.

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 a new project.

Zip Code: 48103.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

147. I-196 Eastbound Off-Ramp at 32nd Avenue, City of Hudsonville, Ottawa County
70024-01-003

	<u>Estimated Modernization Cost</u>
FHWA Funds	\$36,632
Total	<u>\$36,632</u>

Criticality: This item is critical because it is necessary to collect money due the State of Michigan.

Purpose/Business Case: Act 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of standard cost agreements, cities, villages, and boards are reimbursed for labor and materials for installation and for annual electrical power usage and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operations and safety for motorists. The cost agreements establish funding responsibility for the operation of the electronic devices. MDOT Financial Operations Division uses the information from completed cost agreements to collect money from agencies that share fiscal responsibility for routine maintenance and utility costs.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment Level: Costs as shown on the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for installation operations.

Cost Reduction: Fixed costs as set forth in the cost agreements.

Selection: N/A.

New Project Identification: Installation/modernization of electronic devices.

Zip Code: 49426.

SUBCONTRACTS

148.	Lakeland Asphalt Corp.	Low Bid:	\$ 121,500
	474 Avenue A	Engineer's Estimate:	\$ 130,410
	Battle Creek, MI 49015	Over/Under:	- 6.8%

Description of Work: Hot Mix Asphalt Paving

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for hot mix asphalt paving on M-311 in Calhoun 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.

* Denotes a non-standard contract/amendment

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

Purpose/Business Case: To provide for hot mix asphalt paving on M-311 in Calhoun 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: 49015.

149.	Michigan Paving and Material Co.	Low Bid:	\$ 145,792.40
	46046 Red Arrow Highway	Engineer's Estimate:	\$ 197,317.12
	Paw Paw, MI 49079	Over/Under:	- 26.1%

Description of Work: Shoulder Restoration

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for the placement of pavement for shoulder improvements on both sides of M-140 from Danneffel Road to Napier Avenue in Berrien County. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 27, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the shoulders will continue to deteriorate, and the risk of accidents could increase. The surface of these shoulders is weakened and cannot support the volume of traffic. The weakened shoulders could cause motorists who are pulling onto the shoulder to lose control of their vehicles. Shoulder restoration is needed to fix this problem and prevent future accidents.

Purpose/Business Case: Will provide for the placement of pavement for shoulder improvements on both sides of M-140 from Danneffel Road to Napier Avenue in Berrien 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: 49079.

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 48120.

153. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708048
 PROJECT NH 44032-83568
 LOCAL AGRMT.
 START DATE - JULY 09, 2008
 COMPLETION DATE - AUGUST 27, 2008

	ENG. EST.	LOW BID	% OVER/UNDER EST.
	\$ 535,854.88	\$ 525,344.10	
			-1.96 %

Bridge replacement, riprap and approach work on M-53 over Peters Drain, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Champagne and Marx Excavating, Inc.	\$ 525,344.10	Same	1 **
John Carlo, Inc.	\$ 537,011.50	Same	2
Anlaan Corporation	\$ 559,525.25	Same	3
L.J. Construction, Inc.	\$ 564,920.02	Same	4
Zito Construction Co.	\$ 581,072.35	Same	5
Posen Construction, Inc.	\$ 610,326.25	Same	6
Davis Construction, Inc.	\$ 619,369.46	Same	7
Angelo Iafrate Construction Company	\$ 657,417.21	Same	8
Pamar Enterprises, Inc.	\$ 714,049.48	Same	9
Novak Nurseries, Inc.			
Midwest Bridge Company			
Cadillac Asphalt, LLC.			
Ajax Paving Industries, Inc.			
J. Slagter & Son Construction Co.			
Rohde Brothers Excavating, Inc.			
Marlette Excavating Company			
C. R. Hunt Construction Company			
J.E. Kloote Contracting, Inc.			
S.L. & H. Contractors, Inc.			

9 Bidders

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

Purpose/Business Case: 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:

83568A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 48461.

154.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708049	\$ 322,277.72	\$ 259,082.38
	PROJECT BHN 33031-89744		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 02, 2007		-19.61 %

0.58 mi of hot mix asphalt crossover construction, drainage and earthwork on US-127, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 259,082.38	Same	1 **
Cadwell Brothers Construction Comp	\$ 276,220.61	Same	2
Concord Excavating & Grading, Inc.	\$ 278,045.12	Same	3
D.J. McQuestion & Sons, Inc.	\$ 286,101.20	Same	4
C & D Hughes, Inc.	\$ 289,031.79	Same	5
Bailey Excavating, Inc.	\$ 291,915.66	Same	6
Nashville Construction Company	\$ 295,522.13	Same	7
CL Trucking & Excavating, LLC.	\$ 299,645.89	Same	8
Milbocker and Sons, Inc.	\$ 313,694.58	Same	9
Tri-Valley Landscaping, Inc.	\$ 337,744.95	Same	10
Kammaing & Roodvoets, Inc.	\$ 341,274.60	Same	11
San Marino Excavating, Inc.	\$ 348,586.32	Same	12
L & L Construction Co., Inc.			
E.T. MacKenzie Company			
Michigan Paving & Materials Co.			
Fisher Contracting Company			
Sandborn Construction, Inc.			
Stein Construction Co., Inc.			

12 Bidders

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

Purpose/Business Case: MDOT's Bridge Preservation Program 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:

89744A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49264.

155.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708050	\$ 2,460,136.09	\$ 2,409,418.87
	PROJECT ST 81121-75014		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 01, 2008		
	COMPLETION DATE - OCTOBER 30, 2008		-2.06 %

3.49 mi of hot mix asphalt cold milling and resurfacing, upgrading intersection approaches, guardrail, intermittent curb and gutter replacement, and minor drainage improvements on M-153 from Frains Lake Road to the Washtenaw/Wayne County line, Washtenaw County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 2,409,418.87	Same	1 **
Ajax Paving Industries, Inc.	\$ 2,600,191.91	Same	2
Cadillac Asphalt, LLC.	\$ 2,672,656.66	Same	3
Peter A. Basile Sons, Inc.			

3 Bidders

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

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

75014A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48198.

156.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708056	\$ 886,552.79	\$ 806,150.27
	PROJECT STG 84917-100556		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 30, 2009		-9.07 %

Traffic signal modernization on various state trunkline locations in the cities of Detroit, Pontiac, and Dearborn, Macomb, Oakland, St. Clair, and Wayne Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 806,150.27	Same	1 **
Motor City Electric Utilities Co.	\$ 829,941.04	Same	2
Alpha Electric, Inc.	\$ 873,683.00	Same	3
Rauhorn Electric, Inc.	\$ 901,835.84	Same	4
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			
Posen Construction, Inc.			

4 Bidders

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

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

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

Funding Source:

100556A

Federal Highway Administration Funds 100 %

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

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48075.

Funding Source:

79081A

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

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48846.

160.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708077	\$ 652,808.59	\$ 441,976.02
	PROJECT IM 82194-87362, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 15, 2008		
	COMPLETION DATE - 30 working days		-32.30 %

2.41 mi of minor spall, concrete pavement repair, full depth concrete centerline, crack sealing, resawing and sealing longitudinal and transverse joint, overband crack fill, and full base removal and replacement on I-75 northbound and southbound from south of Springwells Street northeasterly to north of Clark Street in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 441,976.02	Same	1 **
Florence Cement Company	\$ 448,913.90	Same	2
Scodeller Construction, Inc.	\$ 512,721.71	Same	3
Kelcris Corporation	\$ 532,089.19	Same	4
Causie Contracting, Inc.	\$ 796,458.64	Same	5
Snowden, Inc.			

5 Bidders

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

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program goal to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007, and the Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

87362A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
89995A		
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 network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 48209.

161.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708078	\$ 159,626.35	\$ 167,144.46
	PROJECT M 11053-87803		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - OCTOBER 01, 2007		
	COMPLETION DATE - NOVEMBER 02, 2007		4.71 %

MIOSHA maintenance railing upgrades, structural steel repairs, partial painting and scour countermeasures on M-63 over the St. Joseph River in the city of St. Joseph, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 167,144.46	Same	1 **
Anlaan Corporation	\$ 218,752.91	Same	2
J. Slagter & Son Construction Co.	\$ 225,102.91	Same	3
L.W. Lamb, Inc.			
McDowell Construction , L.L.C.			
C. A. Hull Co., Inc.			
J.E. Kloote Contracting, Inc.			
Milbocker and 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.

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:

87803A

State Restricted Trunkline Funds 100 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49085.

162.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708079	\$ 91,890.28	\$ 79,973.47
	PROJECT M 76024-88269-2		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 05, 2007		-12.97 %

Expansion, hot mix asphalt cold milling and resurfacing, earthwork, sign upgrade and pavement marking on Lansing Road in the south west quadrant of I-69 and Woodbury Road, Shiawassee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 79,973.47	Same	1 **
Michigan Paving & Materials Co.	\$ 85,803.00	Same	2
Saginaw Asphalt Paving Company	\$ 90,368.15	Same	3
Rieth-Riley Construction Co., Inc.	\$ 91,407.00	Same	4
C & D Hughes, Inc.	\$ 100,553.92	Same	5
Lois Kay Contracting Co.			
Astec Asphalt, 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: To increase the capacity and encourage the use of the carpool lots. This project consists of expanding an existing car pool parking lot and resurfacing the existing carpool lot.

Benefit: Reconstructing the existing carpool lot will reduce maintenance costs at this location. The newly reconstructed lot may also attract new carpoolers.

Funding Source:

88269A

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 surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reconstructing the existing lot will greatly reduce the initial maintenance costs for the carpool lot. Our customers will benefit from the reduced costs and inconvenience associated with the configuration, overcrowding and surface condition of the existing carpool lot.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48872.

164. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708083
 PROJECT BHT 31012-100276
 LOCAL AGRMT.
 START DATE - SEPTEMBER 17, 2007
 COMPLETION DATE - OCTOBER 15, 2007

ENG. EST.
 \$ 186,333.91

LOW BID
 \$ 194,579.44

% OVER/UNDER EST.
 4.43 %

Bridge deck joint replacements on US-41/M-26 over Portage Lake in the cities of Houghton and Hancock, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Yalmer Mattila Contracting, Inc.	\$ 194,579.44	Same	1 **
J. Slagter & Son Construction Co.	\$ 246,495.50	Same	2
Midwest Bridge Company	\$ 256,716.02	Same	3
Zenith Tech, Inc.	\$ 274,826.99	Same	4
A. Lindberg & Sons, Inc.			
Snowden, Inc.			
Hebert Construction Company			

4 Bidders

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

Purpose/Business Case: MDOT's Bridge Preservation Program 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:

100276A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49930.

165. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708084
 PROJECT M 82121-88836
 LOCAL AGRMT. 07-5370
 START DATE - SEPTEMBER 10, 2007
 COMPLETION DATE - OCTOBER 30, 2007

ENG. EST. \$ 301,600.86
 LOW BID \$ 361,523.55
 % OVER/UNDER EST. 19.87 %

4.47 mi of drainage repairs at five locations on M-5 from M-39 southeasterly to Livernois Avenue in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Century Cement Company, Inc.	\$ 361,523.55	Same	1 **
Warren Contractors & Development	\$ 380,847.04	Same	2
Kelcris Corporation	\$ 426,358.94	Same	3
ABC Paving Company			

3 Bidders

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

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

88836A	
City of Detroit	12.45 %
State Restricted Trunkline Funds	87.55 %

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

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

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48226.

166. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708085
 PROJECT CMG 25101-87791
 LOCAL AGRMT.
 START DATE - NOVEMBER 05, 2007
 COMPLETION DATE - MAY 17, 2008

ENG. EST.
 \$ 855,920.93

LOW BID
 \$ 774,773.00

% OVER/UNDER EST.
 -9.48 %

Traffic signal upgrades at 12 locations on M-57 and I-75, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 774,773.00	Same	1 **
J. Ranck Electric, Inc.	\$ 837,631.40	Same	2
Alpha Electric, Inc.	\$ 887,959.00	Same	3
J R Howell Airport Lighting LLC	\$ 893,260.67	Same	4
Rauhorn Electric, Inc.	\$ 899,081.63	Same	5
Strain Electric Company	\$ 968,143.81	Same	6
Motor City Electric Utilities Co.	\$ 999,534.68	Same	7
Severance Electric Co., Inc.			

7 Bidders

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

Purpose/Business Case: The proposed project includes the construction of two Dynamic Message Signs.

Benefit: The construction of this project will provide safer and improved traffic flow. The ability to provide the public timely traffic information allows for better decisions and therefore improved traffic flow.

Funding Source:

87791A

Federal Highway Administration Funds 100 %

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

Risk Assessment: The relationships with the motoring public area may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

Cost Reduction: With the construction of this project, our customers will benefit with reduced user delay costs and related safety improvements.

Selection: Low bid.

New Project Identification: Sign upgrade.

Zip Code: 48423.

167. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708086
 PROJECT ST 67031-100318
 LOCAL AGRMT.
 START DATE - SEPTEMBER 17, 2007
 COMPLETION DATE - 11 working days

ENG. EST.
 \$ 381,350.52

LOW BID
 \$ 310,246.04

% OVER/UNDER EST.
 -18.65 %

5.98 mi of hot mix asphalt cold milling and resurfacing on M-66 from the south Osceola County line to US-10, Osceola County. This project includes a three year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 310,246.04	Same	1 **
Central Asphalt, Inc.	\$ 421,894.80	Same	2
Elmer's Crane & Dozer, Inc.			

2 Bidders

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

Purpose/Business Case: The 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:

100318A

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

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49679.

168. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708087
 PROJECT STG 84911-88807
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 17, 2008

ENG. EST.
 \$ 247,924.72

LOW BID
 \$ 220,707.34

% OVER/UNDER EST.
 -10.98 %

Traffic signal upgrades and radio interconnect at 17 locations on M-35, US-2, US-41, M-67, M-28, M-77, and M-94, Alger, Delta, Mackinac, Menominee, and Schoolcraft Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J R Howell Airport Lighting LLC	\$ 220,707.34	Same	1 **
J. Ranck Electric, Inc.	\$ 244,591.60	Same	2
Wolverine Electrical Contracting,	\$ 281,089.00	Same	3
Metropolitan Power & Lighting, Inc.	\$ 366,926.00	Same	4
Windemuller Electric, Inc.	\$ 369,615.00	Same	5

5 Bidders

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

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

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

Funding Source:

88807A

Federal Highway Administration Funds 100 %

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

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49829.

Funding Source:

86916A

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: If the pump houses are not repaired, they will not operate correctly. Then the storm water they are designed to remove will not be removed. Then the transportation facilities the pump houses serve will become unsafe or unusable.

Cost Reduction: Maintenance costs will be greatly reduced at these pump houses. Our customers will benefit with a reduced possibility of flooding, therefore safer traveling.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48210 Region-Wide.

170.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708089	\$ 768,367.55	\$ 699,297.35
	PROJECT STR 36052-88492		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 27, 2008		
	COMPLETION DATE - AUGUST 22, 2008		-8.99 %

Railroad crossing replacement at 5 locations on US-141, M-28, and US-45, Iron, Houghton, and Ontonagon Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 699,297.35	Same	1 **
Bill Siler Contracting, Inc.	\$ 805,500.38	Same	2

2 Bidders

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

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of railroad crossings resulting in a safe and improved crossing.

Benefit: Increased vehicle.

Funding Source:

88492A

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

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

173. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708094
 PROJECT M 41081-90207
 LOCAL AGRMT.
 START DATE - SEPTEMBER 24, 2007
 COMPLETION DATE - NOVEMBER 14, 2007

ENG. EST.
 \$ 332,031.79

LOW BID
 \$ 292,093.41

% OVER/UNDER EST.
 -12.03 %

1.17 mi of hot mix asphalt cold milling and resurfacing of existing lanes and intersections on M-45 from Lake Michigan Drive to east of Winter Avenue in the city of Grand Rapids, Kent County.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 292,093.41	Same	1 **
Aggregate Industries-Central Region	\$ 351,715.96	Same	2
Rieth-Riley Construction Co., Inc.	\$ 354,513.50	Same	3

3 Bidders

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

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

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

Funding Source:

90207A

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: 49504.

177. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708098
 PROJECT NH 82071-100639
 LOCAL AGRMT. 07-5371
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2007

ENG. EST. LOW BID
 \$ 1,411,725.85 \$ 1,249,058.66

% OVER/UNDER EST.
 -11.52 %

1.14 mi of concrete and hot mix asphalt cold milling, hot mix asphalt resurfacing and sidewalk ramp reconstruction on M-85 eastbound and westbound from Rosa Parks Boulevard easterly to Griswold Street in the city of Detroit, Wayne County. This project includes a three year pavement performance warranty.

A 2007 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 1,249,058.66	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,268,819.22	Same	2
Barrett Paving Materials, Inc.	\$ 1,542,737.94	Same	3
ABC Paving Company			

3 Bidders

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

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

100639A	
City of Detroit	0.40 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	17.75 %

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

182. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708103
 PROJECT M 45071-M20775
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 02, 2007

ENG. EST.
 \$ 191,701.49

LOW BID
 \$ 229,508.00

% OVER/UNDER EST.
 19.72 %

0.08 mi of slope stabilization, guardrail reconstruction, clearing, tree planting, and shoulder repairs on M-22 south of Crain Hill Road, Leelanau County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc. Snowden, Inc.	\$ 229,508.00	Same	1 **

1 Bidder

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

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:

M20775

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: 49684.

183. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708104
 PROJECT M 09012-M40706
 LOCAL AGRMT.
 START DATE - SEPTEMBER 04, 2007
 COMPLETION DATE - OCTOBER 12, 2007

ENG. EST. \$ 533,089.61
 LOW BID \$ 546,741.26
 % OVER/UNDER EST. 2.56 %

3.40 mi of hot mix asphalt cold milling and resurfacing, sidewalk ramp replacements, railroad crossing repair and pavement markings on M-13 from south of McGraw Street to Cass Avenue, on M-15 from south of Knight Road to north of Knight Road, on M-247 (Euclid Road) from M-13 to Beaver Road and east along Beaver Road to the entrance of the Bay City State Park campground in the city of Bay City, Bay County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 546,741.26	Same	1 **
Pyramid Paving & Contracting Co.	\$ 566,224.83	Same	2
Lois Kay Contracting Co.			

2 Bidders

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

Purpose/Business Case: 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:

M40706

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: 48706.

185. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708106
 PROJECT M 82023-M00217
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 10, 2007

ENG. EST.	LOW BID
\$ 60,543.35	\$ 52,854.90
	% OVER/UNDER EST.
	-12.70 %

Ramp meter equipment removal on various trunkline routes in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 52,854.90	Same	1 **
Alpha Electric, Inc.	\$ 57,076.00	Same	2
Rauhorn Electric, Inc.	\$ 87,579.18	Same	3
Posen Construction, Inc.	\$ 159,712.41	Same	4

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:

M00217

State Restricted Trunkline Funds 100.00 %

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

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

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48075.

LOCAL PROJECTS

186. LETTING OF AUGUST 03, 2007 ENG. EST. LOW BID
 PROPOSAL 0708001 \$ 2,559,151.50 \$ 2,437,886.97
 PROJECT CM 63071-100423
 LOCAL AGRMT. 07-5377 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2008 -4.74 %

1.17 mi of pavement removal, earth excavation, hot mix asphalt resurfacing, sewer and drainage structure work, concrete curb, gutter and sidewalk and traffic signal work on Clarkston Road at Sashabaw Road, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 2,437,886.97	Same	1 **
Dan's Excavating, Inc.	\$ 2,458,490.81	Same	2
Zito Construction Co.	\$ 2,492,178.95	Same	3
B & V Construction, Inc.	\$ 2,643,400.20	Same	4
L.J. Construction, Inc.	\$ 2,654,823.10	Same	5
Six-S, Inc.	\$ 2,657,627.80	Same	6
L.A. Construction Corporation	\$ 2,658,666.16	Same	7
Cadillac Asphalt, LLC.	\$ 2,666,085.33	Same	8
Angelo Iafrate Construction Company	\$ 2,686,179.65	Same	9
ABC Paving Company	\$ 2,718,621.57	Same	10
John Carlo, Inc.	\$ 2,718,811.66	Same	11
DiPonio Contracting L.L.C.	\$ 2,969,588.12	Same	12
Peter A. Basile Sons, Inc.			
Pamar Enterprises, Inc.			
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Dalessandro Contracting Group, LLC			
DeAngelis Landscape, Inc.			

12 Bidders

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

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

Purpose/Business Case: This project is for 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:

100423A

Oakland County	0.04 %
Federal Highway Administration Funds	79.97 %
State Restricted Trunkline Funds	19.99 %

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: 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: 48348.

187. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708002
 PROJECT STU 33400-73901
 LOCAL AGRMT. 07-5381
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 30, 2007

ENG. EST.
 \$ 1,125,318.45

LOW BID
 \$ 1,211,179.56

% OVER/UNDER EST.
 7.63 %

1.50 mi of unbonded concrete overlay, concrete pavement, hot mix asphalt overlay, storm sewer, culvert, guardrail improvements, concrete curb and gutter, pavement markings and slope restoration on Marsh Road from Haslett Road to Towner Road, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
John Carlo, Inc.	\$ 1,211,179.56	Same	1 **
Tony Angelo Cement Construction Co.	\$ 1,276,253.93	Same	2
Six-S, Inc.	\$ 1,289,031.53	Same	3
C & D Hughes, Inc.	\$ 1,358,550.91	Same	4
Kamminga & Roodvoets, Inc.	\$ 1,399,536.16	Same	5
Florence Cement Company	\$ 1,431,634.70	Same	6
Ajax Paving Industries, Inc.	\$ 1,440,493.81	Same	7

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 or concrete pavement repair of a portion of highway on or off 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:

73901A	
Ingham County	19.69 %
Federal Highway Administration Funds	80.31 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 48864.

188. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708003
 PROJECT STE 61074-100023
 LOCAL AGRMT. 07-5356
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 02, 2007

ENG. EST.	LOW BID
\$ 379,534.30	\$ 344,933.43
	% OVER/UNDER EST.
	-9.12 %

1.19 mi of hot mix asphalt shoulder widening, ditch grading and guardrail on Porter Road from Henry Street to Martin Road and on Martin Road from Sternberg Road to Porter Road in the city of Norton Shores, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brenner Excavating, Inc.	\$ 344,933.43	Same	1 **
Milbocker and Sons, Inc.	\$ 372,802.80	Same	2
Weick Bros., Inc.	\$ 379,965.43	Same	3
Hallack Contracting, Inc.	\$ 397,459.77	Same	4
Kamminga & Roodvoets, Inc.	\$ 401,393.44	Same	5
Wadel Stabilization, Inc.	\$ 401,705.08	Same	6
Nashville Construction Company	\$ 418,666.73	Same	7
Schippers Excavating, Inc.	\$ 428,167.22	Same	8
Michigan Paving & Materials Co.	\$ 497,745.00	Same	9
Stein Construction Co., Inc.			
Rieth-Riley Construction Co., Inc.			
Aggregate Industries-Central Region			

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 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:

100023A

Federal Highway Administration Funds	79.59 %
City of Norton Shores	20.41 %

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

Selection: Low bid.

Zip Code: 49441.

189.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708004	\$ 354,896.00	\$ 305,627.90
	PROJECT STU 81075-100138		
	LOCAL AGRMT. 07-5346		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 10, 2007		-13.88 %

0.50 mi of cold milling hot mix asphalt pavement, hot mix asphalt resurfacing, guardrail, curb and gutter, drainage structure repair, pavement markings and slope restoration on North Ford Boulevard from Holmes Road South to Michigan Avenue (US-12), Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 305,627.90	Same	1 **
Cadillac Asphalt, LLC.	\$ 339,084.86	Same	2
Ajax Paving Industries, Inc.	\$ 339,929.77	Same	3
ABC Paving Company			

3 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

100138A

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: 48198.

190.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708005	\$ 468,226.72	\$ 464,874.66
	PROJECT EDDF 42555-51703		
	LOCAL AGRMT. 07-5258		% OVER/UNDER EST.
	START DATE - JUNE 01, 2008		
	COMPLETION DATE - AUGUST 31, 2008		-0.72 %

3.81 mi of hot mix asphalt resurfacing, aggregate shoulders, and pavement markings on Five Mile Point Road north of Ahmeek Village limits, Keweenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 464,874.66	Same	1 **
Payne & Dolan, Inc.	\$ 483,270.99	Same	2

2 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

51703A

Keweenaw County	9.00 %
Federal Highway Administration Funds	59.00 %
State Restricted Trunkline Funds	32.00 %

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: 49950.

191. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708006
 PROJECT STUL 46462-88380
 LOCAL AGRMT. 07-5347
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2008

ENG. EST. \$ 395,256.88
 LOW BID \$ 393,482.81
 % OVER/UNDER EST. -0.45 %

0.81 mi of cold milling hot mix asphalt, pavement removal, concrete curb and gutter, aggregate base and hot mix asphalt pavement on South Adrian Street from West Chicago Boulevard/M-50 to Russell Road in the city of Tecumseh, Lenawee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brady Sand & Gravel, Inc.	\$ 393,482.81	Same	1 **
Michigan Paving & Materials Co.	\$ 398,709.02	Same	2
C & D Hughes, Inc.	\$ 401,199.02	Same	3
Barrett Paving Materials, Inc.	\$ 432,017.80	Same	4
Nashville Construction Company	\$ 480,686.27	Same	5
Eastlund Concrete Construction, Inc.			
Bailey Excavating, Inc.			
Slusarski Excavating & Paving, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

88380A

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

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49286.

192. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708007 \$ ENG. EST. LOW BID
 PROJECT STL 04051-77466 \$ 822,194.50 \$ 766,837.83
 LOCAL AGRMT. 07-5384 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2007 -6.73 %

5.50 mi of hot mix asphalt resurfacing, base crushing and shaping, cold milling, aggregate shoulders, culverts, guardrail, and pavement marking on Hubbard Lake Road from Nicholson Hill Road northerly to Werth Road, Alpena County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 766,837.83	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 875,451.25	Same	2
Pyramid Paving & Contracting Co.			
D.J. McQuestion & Sons, Inc.			

2 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

77466A

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: 49707.

193.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708008	\$ 665,936.30	\$ 628,991.10
	PROJECT STU 41401-90227		
	LOCAL AGRMT. 07-5348		% OVER/UNDER EST.
	START DATE - APRIL 01, 2008		
	COMPLETION DATE - JUNE 29, 2008		-5.55 %

0.60 mi of concrete curb, gutter and sidewalk ramps, storm sewer, hot mix asphalt paving, and pavement markings on Hanna Lake Road from 68th Street to Wing Avenue, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kentwood Excavating, Inc.	\$ 628,991.10	Same	1 **
CL Trucking & Excavating, LLC.	\$ 636,127.47	Same	2
Schippers Excavating, Inc.	\$ 653,313.85	Same	3
Dykema Excavators, Inc.	\$ 653,459.44	Same	4
Kamminga & Roodvoets, Inc.	\$ 654,911.62	Same	5
Kalin Construction Co., Inc.	\$ 665,952.27	Same	6
Nashville Construction Company	\$ 675,609.88	Same	7
Milbocker and Sons, Inc.	\$ 685,950.98	Same	8
Diversco Construction Company Inc	\$ 696,226.81	Same	9
Dean's Landscaping & Excavating	\$ 697,751.11	Same	10
Bultema Brothers Road Contractors	\$ 800,471.37	Same	11
C & D Hughes, Inc.			
Nagel Construction, Inc.			
Hallack Contracting, Inc.			
Langlois & Sons Excavating, Inc.			
Brenner Excavating, Inc.			

11 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

90227A

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

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49316.

194. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708009
 PROJECT STUL 70407-84362
 LOCAL AGRMT. 07-5349
 START DATE - JULY 07, 2008
 COMPLETION DATE - AUGUST 15, 2008

ENG. EST.
 \$ 442,880.60

LOW BID
 \$ 399,755.46

% OVER/UNDER EST.
 -9.74 %

0.78 mi of road reconstruction including hot mix asphalt paving, concrete curb, gutter and sidewalk, drainage structure adjustments and pavement markings on Waverly Avenue from Albee Street to east of Friant Street in the city of Grand Haven, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brenner Excavating, Inc.	\$ 399,755.46	Same	1 **
Milbocker and Sons, Inc.	\$ 402,180.35	Same	2
Sommers Engineering & Construction	\$ 413,035.95	Same	3
Triangle Excavators, Inc.	\$ 414,428.60	Same	4
Kamminga & Roodvoets, Inc.	\$ 420,503.62	Same	5
C & D Hughes, Inc.	\$ 422,833.63	Same	6
Schippers Excavating, Inc.	\$ 461,061.73	Same	7
Wadel Stabilization, Inc.	\$ 496,598.45	Same	8
Nashville Construction Company	\$ 503,463.16	Same	9
Bultema Brothers Road Contractors	\$ 510,298.53	Same	10
Weick Bros., Inc.			
Rieth-Riley Construction Co., Inc.			
Dan Hoe Excavating, Inc.			
Aggregate Industries-Central Region			
Michigan Paving & Materials Co.			

10 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction CPM/PM of a portion of highway on or off 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:

84362A

Federal Highway Administration Funds	81.85 %
City of Grand Haven	18.15 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49417.

195.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708010	\$ 343,649.00	\$ 239,345.50
	PROJECT STE 41024-88909		
	LOCAL AGRMT. 07-5333		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 22, 2007		-30.35 %

0.60 mi of grading, aggregate base, hot mix asphalt, and boardwalk on Thornapple River Drive from south of Buttrick Avenue northerly to Buttrick Avenue, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Youngstrom Contracting, Inc.	\$ 239,345.50	Same	1 **
Quantum Construction Company, Inc.	\$ 310,845.57	Same	2
Nashville Construction Company	\$ 321,597.42	Same	3
Milbocker and Sons, Inc.	\$ 329,306.81	Same	4
Diversco Construction Company Inc	\$ 411,377.03	Same	5
C & D Hughes, Inc.			
Rieth-Riley Construction Co., Inc.			
J.E. Kloote Contracting, Inc.			
Dykema Excavators, Inc.			
Kamminga & Roodvoets, Inc.			

5 Bidders

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

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

Purpose/Business Case: This project is for a qualifying activity as stipulated 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:

88909A

Kent County	60.61 %
Federal Highway Administration Funds	39.39 %

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

Risk Assessment: 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: 49301.

196. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708011
 PROJECT STH 70609-87745
 LOCAL AGRMT. 07-5363
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST. LOW BID
 \$ 359,424.85 \$ 350,639.00

% OVER/UNDER EST.
 -2.44 %

0.40 mi of intersection widening including concrete curb and gutter, drainage improvements, hot mix asphalt paving and pavement markings on 112th Avenue at the Riley Street intersection, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Sommers Engineering & Construction	\$ 350,639.00	Same	1 **
Dan Hoe Excavating, Inc.	\$ 383,017.56	Same	2
Triangle Excavators, Inc.	\$ 387,479.80	Same	3
Langlois & Sons Excavating, Inc.	\$ 404,288.56	Same	4
Schippers Excavating, Inc.	\$ 413,822.20	Same	5
Diversco Construction Company Inc.	\$ 415,398.60	Same	6
Brenner Excavating, Inc.	\$ 416,641.51	Same	7
Milbocker and Sons, Inc.	\$ 418,012.46	Same	8
Dykema Excavators, Inc.	\$ 423,621.11	Same	9
Nashville Construction Company	\$ 427,628.67	Same	10
Wadel Stabilization, Inc.	\$ 451,942.47	Same	11
Kamminga & Roodvoets, Inc.	\$ 468,558.15	Same	12
Bultema Brothers Road Contractors	\$ 495,686.18	Same	13
Peters Construction Co.			
Aggregate Industries-Central Region			
Weick Bros., Inc.			

13 Bidders

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

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

Purpose/Business Case: This project is for the Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on or off 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:

87745A

Ottawa 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: 49424.

197.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708012	\$ 234,980.00	\$ 205,066.72
	PROJECT STH 03609-87599		
	LOCAL AGRMT. 06-5649		% OVER/UNDER EST.
	START DATE - SEPTEMBER 17, 2007		
	COMPLETION DATE - OCTOBER 29, 2007		-12.73 %

0.14 mi of road reconstruction including watermain, storm sewer, drainage structures, concrete curb and gutter, hot mix asphalt paving and pavement markings on Water Street at Center Street in the village of Douglas, Allegan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Langlois & Sons Excavating, Inc.	\$ 205,066.72	Same	1 **
Schippers Excavating, Inc.	\$ 254,498.70	Same	2
Milbocker and Sons, Inc.	\$ 255,978.41	Same	3
Bultema Brothers Road Contractors	\$ 279,403.51	Same	4
Kamminga & Roodvoets, Inc.	\$ 295,100.32	Same	5
Nashville Construction Company	\$ 321,804.22	Same	6
Diversco Construction Company Inc.	\$ 349,563.30	Same	7
Eastlund Concrete Construction			
J.E. Kloote Contracting, Inc.			
Weick Bros., Inc.			
Northern Construction Services, Co.			
Aggregate Industries-Central Region			
Brenner Excavating, Inc.			
Peters Construction Co.			

7 Bidders

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

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

Purpose/Business Case: This project is for the Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on or off 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:

87599A

Village of Douglas	20.75 %
Federal Highway Administration Funds	79.25 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any 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: 49406.

198. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708013
 PROJECT SLG 12999-82749
 LOCAL AGRMT. 07-5337
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2007

ENG. EST.
 \$ 196,091.16

LOW BID
 \$ 185,579.22

% OVER/UNDER EST.
 -5.36 %

317.00 mi of pavement marking including white and yellow striping, stop bars and railroad symbols, countywide, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
5 Star Engineering, P.C.	\$ 185,579.22	Same	1 **
R. S. Contracting, Inc.	\$ 185,675.16	Same	2
P.K. Contracting, Inc.	\$ 191,347.49	Same	3
Michigan Pavement Markings LLC	\$ 195,731.97	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 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:

82749A

Branch County	9.97 %
Federal Highway Administration Funds	90.03 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any 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: 49812.

201.	LETTING OF AUGUST 03, 2007 PROPOSAL 0708016 PROJECT STUL 21422-84497, ETC LOCAL AGRMT. 07-5382 START DATE - 10 days after award COMPLETION DATE - OCTOBER 15, 2007	ENG. EST. \$ 335,968.40	LOW BID \$ 268,585.98	% OVER/UNDER EST. -20.06 %
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0.99 mi of machine grading, hot mix asphalt base crushing and shaping, hot mix asphalt surfacing, aggregate base and pavement markings on North Bluff Drive from Braves Avenue to City Sports Park and on 29th Street northerly to Braves Avenue in the city of Gladstone, Delta County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 268,585.98	Same	1 **
Bacco Construction Company	\$ 325,838.94	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 the resurfacing or concrete pavement repair of a portion of highway on or off 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:

84497A		
Federal Highway Administration Funds		81.85 %
State Restricted Trunkline Funds		18.15 %
89579A		
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: 49837.

202.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708017	\$ 321,535.50	\$ 301,290.39
	PROJECT HPSL 21041-89575		
	LOCAL AGRMT. 07-5186		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 31, 2008		-6.30 %

4.40 mi of aggregate base crushing and shaping, concrete curb and gutter, hot mix asphalt paving and restoration on County Road 186 from M-35 at Brampton to US-2 and US-41, Delta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 301,290.39	Same	1 **
Bacco Construction Company	\$ 316,871.79	Same	2

2 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

89575A

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: Rehabilitation.

Selection: Low bid.

Zip Code: 48929.

203. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708018
 PROJECT STH 46609-87711
 LOCAL AGRMT. 07-5344
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 01, 2008

ENG. EST.
 \$ 151,215.50

LOW BID
 \$ 141,223.15

% OVER/UNDER EST.
 -6.61 %

0.15 mi of hot mix asphalt pavement removal and construction, concrete sidewalk, curb and gutter, and drainage improvements on Bidwell Street from Pearl Street east to North Evans Street in the city of Tecumseh, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Slusarski Excavating & Paving, Inc.	\$ 141,223.15	Same	1 **
Bailey Excavating, Inc.	\$ 144,951.75	Same	2
Concord Excavating & Grading, Inc.	\$ 146,031.22	Same	3
C & D Hughes, Inc.	\$ 150,283.13	Same	4
Brady Sand & Gravel, Inc.	\$ 152,625.30	Same	5
Mills Excavating	\$ 154,769.52	Same	6
Michigan Paving & Materials Co.	\$ 155,639.27	Same	7
Nashville Construction Company	\$ 173,809.33	Same	8
Eastlund Concrete Construction	\$ 174,871.75	Same	9
Fonson, Inc.	\$ 181,488.27	Same	10
Barrett Paving Materials, 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 Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on or off 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:

87711A	
Federal Highway Administration Funds	80.00 %
City of Tecumseh	20.00 %

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

88838A

Federal Highway Administration Funds	62.37 %
City of Garden City	22.04 %
State Restricted Trunkline Funds	15.59 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 48135.

205. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708021
 PROJECT STUL 70414-100669, ETC
 LOCAL AGRMT. 07-5388
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.
 \$ 1,764,751.70

LOW BID
 \$ 1,465,579.64

% OVER/UNDER EST.
 -16.95 %

7.46 mi of road trenching and widening including aggregate shoulders, hot mix asphalt paving and pavement markings on 96th Avenue from Riley Street to Van Buren Street and on Fillmore Street/Cottonwood Drive from 48th Avenue to Taylor Street, Ottawa County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 1,465,579.64	Same	1 **
Michigan Paving & Materials Co.	\$ 1,561,101.54	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,866,885.90	Same	3

3 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

100669A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
100672A	
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.

Funding Source:

86141A

Newaygo County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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: 49337.

207.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708023	\$ 182,751.80	\$ 174,702.50
	PROJECT STL 17070-84395		
	LOCAL AGRMT. 07-5393		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 28, 2007		-4.40 %

2.10 mi of machine grading, shoulders, hot mix asphalt, and pavement markings on East Shore Drive from Village Road southerly, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 174,702.50	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 178,697.40	Same	2
Bacco Construction Company			

2 Bidders

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

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

Purpose/Business Case: This project is for 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.

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

83399A

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: 49686.

209.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708026	\$ 124,392.80	\$ 125,640.92
	PROJECT STUL 22426-89580		
	LOCAL AGRMT. 07-5373		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 15, 2008		1.00 %

0.29 mi of cold milling, hot mix asphalt resurfacing, concrete sidewalk ramps, and concrete curb and gutter replacement on Marquette Boulevard from Dickinson Boulevard to South Park Street in the city of Kingsford, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 125,640.92	Same	1 **
Northeast Asphalt, Inc.	\$ 131,412.89	Same	2

2 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

89580A

Federal Highway Administration Funds	64.71 %
City of Kingsford	19.12 %
State Restricted Trunkline Funds	16.17 %

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

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

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

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49801.

210. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708027
 PROJECT STUL 70414-100061
 LOCAL AGRMT. 07-5390
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2007

ENG. EST.
 \$ 643,946.07

LOW BID
 \$ 588,854.13

% OVER/UNDER EST.
 -8.56 %

3.52 mi of road resurfacing including cold milling, hot mix asphalt paving, concrete sidewalk, guardrail and pavement markings on 32nd Street from Old Orchard Street to Lincoln Street in the city of Holland, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 588,854.13	Same	1 **
Michigan Paving & Materials Co.	\$ 672,918.31	Same	2
Rieth-Riley Construction Co., Inc.	\$ 703,384.81	Same	3

3 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

100061A	
Federal Highway Administration Funds	79.56 %
City of Holland	0.55 %
State Restricted Trunkline Funds	19.89 %

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

88398A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %
89502A		
Federal Highway Administration Funds		80.00 %
City of Manistee		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 and state funds must be returned for use in another project. If this project is not awarded the Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), in conjunction with the Michigan Department of Transportation Office of Economic Development, may decide to table the work until a future fiscal year and appropriate federal funds. Subsequently, under this scenario, other jobs could lose precedence on the Transportation Improvement Program.

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

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49660.

212.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708029	\$ 207,186.00	\$ 188,272.04
	PROJECT STE 41031-88257		
	LOCAL AGRMT. 07-5358		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2008		-9.13 %

1.00 mi of landscaping, irrigation system, and streetscape amenities on 44th Street from Breton Avenue to Shaffer Avenue in the city of Kentwood, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Three Seasons Landscaping	\$ 192,272.04	\$ 188,272.04	1 **
Tri-Valley Landscaping, Inc.	\$ 220,547.50	Same	2
Diversco Construction Company Inc.	\$ 268,065.00	Same	3
Anderson-Fischer & Associates, Inc.			
County Line Nurseries & Landscaping			
Expo Landscaping, Inc.			

3 Bidders

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

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

Purpose/Business Case: This project is for 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:

88257A

Federal Highway Administration Funds	47.89 %
City of Kentwood	52.11 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49501.

213. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708030
 PROJECT STU 82457-100646
 LOCAL AGRMT. 07-5357
 START DATE - 10 days after award
 COMPLETION DATE - 40 working days

ENG. EST.
 \$ 776,218.50

LOW BID
 \$ 620,216.75

% OVER/UNDER EST.
 -20.10 %

0.14 mi of concrete pavement reconstruction including adjusting drainage structures, concrete sidewalk, filler wall extension, guardrail, attenuations and pavement markings on Oakwood Boulevard from Park Street to Michigan Avenue, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 620,216.75	Same	1 **
Florence Cement Company	\$ 652,946.76	Same	2
DeAngelis Landscape, Inc.	\$ 669,570.00	Same	3
Six-S, Inc.	\$ 710,098.02	Same	4
Peter A. Basile Sons, Inc.	\$ 727,257.05	Same	5
Posen Construction, Inc.	\$ 796,894.26	Same	6
Tony Angelo Cement Construction Co.			
Century Cement Company, Inc.			
Warren Contractors & Development			
Midwest Bridge Company			
Kelcris Corporation			

6 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction CPM/PM of a portion of highway on or off 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:

100646A	
Wayne County	19.13 %
Federal Highway Administration Funds	80.87 %

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: 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: 48124.

214. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708031 ENG. EST. LOW BID
 \$ 570,860.93 \$ 539,993.81
 PROJECT EDDF 22073-83416, ETC
 LOCAL AGRMT. 07-5336 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 27, 2007 -5.41 %

4.00 mi of crushing and shaping existing pavement, hot mix asphalt paving, guardrail replacement, hot mix asphalt and class II shoulders, and pavement markings on County Road 569, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 539,993.81	Same	1 **
Bacco Construction Company	\$ 553,111.06	Same	2

2 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

100205A		
Federal Highway Administration Funds		70.00 %
State Restricted Trunkline Funds		30.00 %
83416A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49852.

215.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708032	\$ 307,867.87	\$ 298,130.35
	PROJECT CM 41900-90303, ETC		
	LOCAL AGRMT. 07-5368		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2007		-3.16 %

0.35 mi of hot mix asphalt road widening including concrete curb and gutter, concrete sidewalk ramps, drainage improvements and pavement markings on Leonard Street from East Beltline Avenue (M-44) easterly and on Forest Hills Avenue from Fulton Street (M-21) southerly, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nashville Construction Company	\$ 298,130.35	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 384,913.68	Same	2
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.			

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 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:

90303A		
Federal Highway Administration Funds		80.00 %
State Restricted Trunkline Funds		20.00 %
90307A		
Kent County		20.00 %
Federal Highway Administration Funds		80.00 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49546.

216.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708033	\$ 255,003.00	\$ 232,932.97
	PROJECT STH 16609-73601		
	LOCAL AGRMT. 07-5401		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 09, 2007		-8.65 %

0.97 mi of hot mix asphalt surfacing, superelevation modification, drainage improvements, clearing, guardrail, and permanent signing improvements on Twin Lakes Road from Doriva Beach Road to Krause/Lodge Roads, Cheboygan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 232,932.97	Same	1 **
Payne & Dolan, Inc.	\$ 240,656.42	Same	2
Bolen Asphalt Paving, Inc.	\$ 249,339.22	Same	3

3 Bidders

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

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

Purpose/Business Case: This project is for the Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on or off 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:

73601A

Cheboygan 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: 49721.

217. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708035
 PROJECT STUL 34470-88351
 LOCAL AGRMT. 07-5365
 START DATE - SEPTEMBER 04, 2007
 COMPLETION DATE - OCTOBER 12, 2007

ENG. EST. LOW BID
 \$ 485,842.50 \$ 480,713.21

% OVER/UNDER EST.
 -1.06 %

2.20 mi of cold milling and hot mix asphalt resurfacing including concrete sidewalk ramp replacements and pavement markings at 9 locations on Bridge Street, Ellis Avenue, Hanover Street, Pearl Street, Pleasant Street, Broas Street, Front Street, Kenwood Avenue, Main Street, and Orchard Street in the city of Belding, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 480,713.21	Same	1 **
Aggregate Industries-Central Region	\$ 516,839.86	Same	2
Rieth-Riley Construction Co., Inc.	\$ 567,783.61	Same	3

3 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

88351A

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 and reconstruction.

Selection: Low bid.

Zip Code: 48809.

218. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708036
 PROJECT STU 41401-90375
 LOCAL AGRMT. 07-5378
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2009

	ENG. EST.	LOW BID	
	\$ 1,548,329.50	\$ 1,355,015.59	
			% OVER/UNDER EST.
			-12.49 %

0.43 mi of hot mix asphalt road reconstruction including concrete curb and gutter, storm sewer, watermain, street lighting, landscaping and pavement markings on Leonard Street from Carpenter Street to Oakleigh Street in the city of Grand Rapids, Kent County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Diversco Construction Company Inc	\$ 1,355,015.59	Same	1 **
Nagel Construction, Inc.	\$ 1,420,813.80	Same	2
Schippers Excavating, Inc.	\$ 1,474,150.00	Same	3
Dykema Excavators, Inc.	\$ 1,482,090.41	Same	4
CL Trucking & Excavating, LLC.	\$ 1,499,151.09	Same	5
Bultema Brothers Road Contractors	\$ 1,510,088.35	Same	6
Kentwood Excavating, Inc.	\$ 1,513,929.00	Same	7
Kamminga & Roodvoets, Inc.	\$ 1,529,381.84	Same	8
Wyoming Excavators, Inc.	\$ 1,664,118.20	Same	9
Dean's Landscaping & Excavating			
Milbocker and Sons, 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 reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

90375A

Federal Highway Administration Funds	64.92 %
City of Grand Rapids	18.84 %
State Restricted Trunkline Funds	16.24 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49534.

219.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708038	\$ 308,738.26	\$ 290,357.56
	PROJECT STU 63459-100296		
	LOCAL AGRMT. 07-5412		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2007		-5.95 %

0.23 mi of concrete pavement reconstruction and roadway realignment on Auburn Road from West Woodward Avenue easterly to East Woodward Avenue in the city of Pontiac, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 290,357.56	Same	1 **
Six-S, Inc.	\$ 295,997.75	Same	2
Florence Cement Company	\$ 313,495.85	Same	3
Angelo Iafrate Construction Company	\$ 314,394.88	Same	4
John Carlo, Inc.	\$ 357,770.48	Same	5
Kelcris Corporation	\$ 393,910.10	Same	6
Tony Angelo Cement Construction Co.	\$ 415,365.80	Same	7
Peter A. Basile Sons, Inc.			

7 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

100296A

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

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48341.

220. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708039
 PROJECT STUL 39405-89459
 LOCAL AGRMT. 07-5413
 START DATE - 10 days after award
 COMPLETION DATE - 15 working days

ENG. EST.
 \$ 268,828.50

LOW BID
 \$ 199,999.99

% OVER/UNDER EST.
 -25.60 %

0.48 mi of hot mix asphalt cold milling and resurfacing including permanent pavement markings on Mills Street from King Highway northerly to Michigan Avenue in the city of Kalamazoo, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 199,999.99	Same	1 **
Michigan Paving & Materials Co.	\$ 216,962.50	Same	2

2 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

89459A

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.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49017.

222. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708041 ENG. EST. LOW BID
 \$ 143,812.65 \$ 157,389.47
 PROJECT STH 44609-87707
 LOCAL AGRMT. 07-5399 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 45 calendar days 9.44 %

0.14 mi of hot mix asphalt passing flare construction, earth excavation, hot mix asphalt cold milling, embankment, aggregate base, hot mix asphalt surfacing, storm sewer and safety item upgrades on Baldwin Road at Lippencott Road, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.L.F. Trucking, Inc.	\$ 157,389.47	Same	1 **
Zito Construction Co.	\$ 158,017.50	Same	2
Novak Nurseries, Inc.	\$ 161,677.87	Same	3
Boddy Construction Company, Inc.	\$ 162,446.02	Same	4
L.J. Construction, Inc.	\$ 175,404.90	Same	5
Ron Bretz Excavating, Inc.	\$ 178,549.82	Same	6
Pro-Line Asphalt Paving Corp.	\$ 187,746.27	Same	7
Marlette Excavating Company	\$ 188,719.62	Same	8
Cadillac Asphalt, LLC.	\$ 189,274.00	Same	9
Saginaw Asphalt Paving Company	\$ 190,070.17	Same	10
ABC Paving Company	\$ 191,960.05	Same	11
Champagne and Marx Excavating, Inc.	\$ 195,613.74	Same	12
Florence Cement Company	\$ 204,045.02	Same	13
Rohde Brothers Excavating, Inc.	\$ 204,848.00	Same	14
Pamar Enterprises, Inc.			
Ajax Paving Industries, Inc.			
L.A. Construction Corporation			
Barrett Paving Materials, Inc.			
DiPonio Contracting L.L.C.			

14 Bidders

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

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

Purpose/Business Case: This project is for the Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on or off 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:

87707A

Lapeer 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: 48446.

223. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708043
 PROJECT STL 49004-78865
 LOCAL AGRMT. 07-5403
 START DATE - SEPTEMBER 30, 2007
 COMPLETION DATE - JUNE 15, 2008

ENG. EST.
 \$ 466,647.73

LOW BID
 \$ 360,011.06

% OVER/UNDER EST.
 -22.85 %

2.50 mi of aggregate base conditioning, hot mix asphalt paving, and pavement marking on Pointe LaBarbe Road, Mackinac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 360,011.06	Same	1 **
Payne & Dolan, Inc.	\$ 394,349.58	Same	2
Bacco Construction Company			

2 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

78865A	
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.

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:

83310A

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: Road reconstruction.

Selection: Low bid.

Zip Code: 49201.

226.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708046	\$ 311,142.81	\$ 217,577.15
	PROJECT HRRR 80609-90160		
	LOCAL AGRMT. 07-5406		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 28, 2007		-30.07 %

0.23 mi of hot mix asphalt horizontal curve realignment including pavement removal, earth excavation, aggregate base, hot mix asphalt surfacing, drainage improvements, pavement markings, rumble strips, signing and guardrail upgrades on County Road 384 at 68th Street, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brenner Excavating, Inc.	\$ 217,577.15	Same	1 **
Milbocker and Sons, Inc.	\$ 226,295.75	Same	2
Triangle Excavators, Inc.	\$ 249,133.20	Same	3
Southwestern Michigan Dust Control	\$ 250,033.45	Same	4
Langlois & Sons Excavating, Inc.	\$ 256,893.25	Same	5
Peters Construction Co.	\$ 262,131.44	Same	6
Kalin Construction Co., Inc.	\$ 269,240.25	Same	7
Kammaing & Roodvoets, Inc.	\$ 280,229.71	Same	8
Nashville Construction Company	\$ 294,204.25	Same	9
Northern Construction Services, Co.			
Weick Bros., Inc.			
Michigan Paving & Materials Co.			

9 Bidders

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

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

Purpose/Business Case: This project is for the Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on or off 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:

90160A

Van Buren County	10.00 %
Federal Highway Administration Funds	90.00 %

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

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

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: 49090.

Funding Source:

51688A

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

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48746.

228.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708052	\$ 178,251.83	\$ 166,301.78
	PROJECT STUL 22426-89589		
	LOCAL AGRMT. 07-5361		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 27, 2007		-6.70 %

1.15 mi of base crushing and shaping, hot mix asphalt paving, aggregate shoulders, concrete sidewalk ramps and pavement marking on Lincoln Street from Third Street to Lake Street, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 166,301.78	Same	1 **
Payne & Dolan, Inc.	\$ 193,958.22	Same	2

2 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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.

Purpose/Business Case: This project is for the reconstruction CPM/PM of a portion of highway on or off 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:

87192A

Isabella County	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48893.

230.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708054	\$ 1,175,801.80	\$ 938,902.65
	PROJECT BRT 63003-83915		
	LOCAL AGRMT. 07-5366		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 01, 2008		-20.15 %

Bridge removal and replacement along with related approach work, including watermain work, on Lincoln Road at Rouge River in the city of Birmingham, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 938,902.65	Same	1 **
Dan's Excavating, Inc.	\$ 1,053,293.36	Same	2
C. A. Hull Co., Inc.	\$ 1,131,429.51	Same	3
E. C. Korneffel Co.	\$ 1,296,879.81	Same	4
S.L. & H. Contractors, Inc.			
Midwest Bridge Company			
Angelo Iafrate Construction Company			
Anlaan Corporation			
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 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:

83915A

City of Birmingham	11.86 %
Federal Highway Administration Funds	74.23 %
State Restricted Trunkline Funds	13.91 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 48012.

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:

90177A	
Washtenaw County	27.71 %
Federal Highway Administration Funds	57.83 %
State Restricted Trunkline Funds	14.46 %

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

Selection: Low bid.

Zip Code: 48198.

233.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708059	\$ 164,497.25	\$ 144,762.57
	PROJECT STU 25402-100128		
	LOCAL AGRMT. 07-5364		% OVER/UNDER EST.
	START DATE - APRIL 14, 2008		
	COMPLETION DATE - JUNE 16, 2008		-12.00 %

0.38 mi of cold milling, hot mix asphalt resurfacing, and replacing concrete curb and gutter and sidewalk approaches on New Street from Smith Street to Vienna Street (M-57) in the city of Clio, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 144,762.57	Same	1 **
Saginaw Asphalt Paving Company	\$ 149,989.78	Same	2
Pro-Line Asphalt Paving Corp.	\$ 151,357.85	Same	3
Florence Cement Company	\$ 153,674.57	Same	4
Lois Kay Contracting Co.	\$ 158,339.62	Same	5
Barrett Paving Materials, Inc.	\$ 183,456.90	Same	6
C & D Hughes, 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 or resurfacing or concrete pavement repair of a portion of highway on or off 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:

100128A

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: 48420.

234. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708060
 PROJECT STUL 44448-88371
 LOCAL AGRMT. 07-5411
 START DATE - SEPTEMBER 01, 2007
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST. \$ 572,885.50
 LOW BID \$ 499,983.89
 % OVER/UNDER EST. -12.73 %

0.24 mi of road reconstruction including hot mix asphalt paving, storm sewer, curb and gutter, watermain and sanitary sewer improvements on West Oregon Street from Cedar Street to east of Saginaw Street in the city of Lapeer, Lapeer County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 499,983.89	Same	1 **
CRS/Shaw Contracting Co.	\$ 506,981.00	Same	2
Perrin Construction Co., Inc.	\$ 508,751.45	Same	3
Ron Bretz Excavating, Inc.	\$ 516,306.00	Same	4
Saginaw Asphalt Paving Company	\$ 523,029.53	Same	5
Zito Construction Co.	\$ 537,423.44	Same	6
Boddy Construction Company, Inc.	\$ 551,193.74	Same	7
Rohde Brothers Excavating, Inc.	\$ 568,413.00	Same	8
Champagne and Marx Excavating, Inc.	\$ 568,847.43	Same	9
Novak Nurseries, Inc.	\$ 597,998.04	Same	10
A. J. Rehmus & Son, Inc.			
ABC Paving Company			
Florence Cement Company			
Marlette Excavating Company			
Fisher Contracting Company			

10 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

88371A

Federal Highway Administration Funds	53.50 %
City of Lapeer	33.12 %
State Restricted Trunkline Funds	13.38 %

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: 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: 48446.

235.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708061	\$ 387,419.00	\$ 397,391.10
	PROJECT STU 77475-100166		
	LOCAL AGRMT. 07-5415		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 09, 2007		2.57 %

0.23 mi of hot mix asphalt pavement removal, aggregate base widening, hot mix asphalt paving, concrete curb and gutter and storm sewer replacement on Fred Moore Highway from west of King Road to east of King Road, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 397,391.10	Same	1 **
Ace Asphalt & Paving Co.	\$ 399,216.54	Same	2
Pamar Enterprises, Inc.	\$ 434,237.64	Same	3
C & D Hughes, Inc.			
Astec Asphalt, Inc.			
ABC Paving Company			

3 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

100166A
 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: 48079.

236. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708062 ENG. EST. LOW BID
 \$ 396,447.60 \$ 381,866.38
 PROJECT HPSL 21041-90007
 LOCAL AGRMT. 07-5414 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 31, 2008 -3.68 %

2.39 mi of cold milling, shoulder, guardrail, hot mix asphalt resurfacing, and pavement markings on County Road 515 from US-2 and US-41 to County Road 446 at Days River Road, Delta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 381,866.38	Same	1 **
Bacco Construction Company	\$ 406,888.11	Same	2

2 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

90007A

Delta County	30.00 %
Federal Highway Administration Funds	56.00 %
State Restricted Trunkline Funds	14.00 %

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: 49878.

237. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708063
 PROJECT EDDF 73555-78930
 LOCAL AGRMT. 07-5424
 START DATE - APRIL 28, 2008
 COMPLETION DATE - JUNE 26, 2008

ENG. EST.
 \$ 965,603.00

LOW BID
 \$ 883,837.60

% OVER/UNDER EST.
 -8.47 %

2.98 mi of hot mix asphalt resurfacing, base crushing and shaping, asphalt base stabilization, aggregate shoulders, and pavement markings on Gary Road from Lincoln Road easterly to M-13, Saginaw County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 883,837.60	Same	1 **
Pyramid Paving & Contracting Co.,	\$ 944,663.60	Same	2
Lois Kay Contracting Co.			

2 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

78930A

Saginaw County	6.00 %
Federal Highway Administration Funds	75.00 %
State Restricted Trunkline Funds	19.00 %

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.

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:

89894A
 Otsego County 41.87 %
 Federal Highway Administration Funds 46.50 %
 State Restricted Trunkline Funds 11.63 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49735.

239. LETTING OF AUGUST 03, 2007 ENG. EST. LOW BID
 PROPOSAL 0708065 \$ 258,307.70 \$ 288,219.33
 PROJECT STU 25609-78224, ETC
 LOCAL AGRMT. 07-5409 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 21, 2007 11.58 %

0.08 mi of hot mix asphalt roadway widening and 0.08 mi of improved pedestrian access and upgrade of sidewalk ramps on Lapeer Road at the intersection of Belsay Road in the city of Burton, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Champagne and Marx Excavating, Inc.	\$ 288,219.33	Same	1 **
Rohde Brothers Excavating, Inc.	\$ 314,484.00	Same	2
Zito Construction Co.	\$ 316,923.00	Same	3
Eastlund Concrete Construction	\$ 327,795.07	Same	4
Cadillac Asphalt, LLC.	\$ 335,708.83	Same	5
C & D Hughes, Inc.			
Novak Nurseries, Inc.			
Ace Asphalt & Paving Co.			
Lois Kay Contracting Co.			

5 Bidders

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

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

Purpose/Business Case: This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction and for the Installation of Pedestrian Countdown Signals and/or reconstruction. 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:

100077A	
City of Burton	18.15 %
Federal Highway Administration Funds	81.85 %
78224A	
City of Burton	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: 48509.

240. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708066
 PROJECT STL 80065-83557
 LOCAL AGRMT. 07-5341
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2007

ENG. EST.
 \$ 102,137.00

LOW BID
 \$ 93,734.00

% OVER/UNDER EST.
 -8.23 %

0.03 mi of hot mix asphalt, culvert removal and replacement,
 and guardrail on South Van Buren Street over Haven Creek
 in the village of Bloomingdale, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Langlois & Sons Excavating, Inc.	\$ 93,734.00	Same	1 **
Nashville Construction Company	\$ 102,390.40	Same	2
Milbocker and Sons, Inc.	\$ 102,790.69	Same	3
Triangle Excavators, Inc.	\$ 104,858.00	Same	4
Peters Construction Co.	\$ 105,733.71	Same	5
Kamminga & Roodvoets, Inc.	\$ 107,781.65	Same	6
Balkema Excavating, Inc.	\$ 112,244.00	Same	7
Quantum Construction Company, Inc.	\$ 131,734.40	Same	8
Stein Construction Co., Inc.			
Brenner Excavating, Inc.			
Southwestern Michigan Dust Control			
Schippers Excavating, Inc.			

8 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction CPM/PM of a portion of highway on or off 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:

83557A

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.

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:

89102A

Federal Highway Administration Funds	68.82 %
Village of Homer	31.18 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 49245.

242.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708068	\$ 274,134.00	\$ 208,936.47
	PROJECT STU 25402-100671		
	LOCAL AGRMT. 07-5420		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 16, 2007		-23.78 %

0.42 mi of hot mix asphalt cold milling, joint and crack repair, concrete curb and gutter replacement, new concrete sidewalk ramps and hot mix asphalt resurfacing on West Flint Street from State Road to west of the Davison City limits in the city of Davison, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 208,936.47	Same	1 **
Cadillac Asphalt, LLC.	\$ 243,847.59	Same	2
Florence Cement Company	\$ 250,718.43	Same	3
Lois Kay Contracting Co.	\$ 255,443.78	Same	4
Barrett Paving Materials, Inc.	\$ 268,753.35	Same	5
Pyramid Paving & Contracting Co.			
Pro-Line Asphalt Paving Corp.			

5 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction or resurfacing or concrete pavement repair of a portion of highway on or off 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:

100671A

City of Davison	2.27 %
Federal Highway Administration Funds	78.18 %
State Restricted Trunkline Funds	19.55 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any 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: 48423.

243. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708069
 PROJECT STUL 21422-84498
 LOCAL AGRMT. 07-5383
 START DATE - SEPTEMBER 04, 2007
 COMPLETION DATE - NOVEMBER 01, 2007

ENG. EST.
 \$ 174,977.75

LOW BID
 \$ 157,442.29

% OVER/UNDER EST.
 -10.02 %

0.86 mi of cold milling hot mix asphalt and hot mix asphalt paving on Minneapolis Avenue from 7th Street to 13th Street and from 15th Street to 18th Street in the city of Gladstone, Delta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 157,442.29	Same	1 **
Bacco Construction Company	\$ 194,265.14	Same	2

2 Bidders

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

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

Purpose/Business Case: This project is for the resurfacing or concrete pavement repair of a portion of highway on or off 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:

84498A

Federal Highway Administration Funds	81.85 %
City of Gladstone	18.15 %

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

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

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

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

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

Funding Source:

100699A

Federal Highway Administration Funds 100 %

89895A

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 state would potentially lose industry and jobs to another state or territory.

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: 48051.

246. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708072
 PROJECT STU 25609-84939, ETC
 LOCAL AGRMT. 07-5426
 START DATE - SEPTEMBER 04, 2007
 COMPLETION DATE - OCTOBER 26, 2007

ENG. EST.
 \$ 211,252.50

LOW BID
 \$ 198,819.81

% OVER/UNDER EST.
 -5.89 %

0.18 mi of hot mix asphalt paving construction for new right turn lane operation on Lahring Road at Torrey Road and for a left turn lane on Torrey Road at Lahring Road, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 198,819.81	Same	1 **
Barrett Paving Materials, Inc.	\$ 202,182.95	Same	2
Florence Cement Company	\$ 213,429.42	Same	3
Cadillac Asphalt, LLC.	\$ 221,602.86	Same	4
Lois Kay Contracting Co.	\$ 227,790.37	Same	5
C & D Hughes, Inc.			
Pro-Line Asphalt Paving Corp.			

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 resurfacing pavement repair of a portion of highway and for the Installation of Pedestrian Countdown Signals, Driver Feedback Signs and Traffic Signal Upgrades on or off 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:

100076A		
Genesee County		18.15 %
Federal Highway Administration Funds		81.85 %
84939A		
Genesee County		32.59 %
Federal Highway Administration Funds		67.41 %

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

Funding Source:

86377A

Barry County	6.82 %
Federal Highway Administration Funds	78.47 %
State Restricted Trunkline Funds	14.71 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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: 48897.

248. LETTING OF AUGUST 03, 2007
 PROPOSAL 0708074
 PROJECT STH 23609-73613, ETC
 LOCAL AGRMT. 07-5427
 START DATE - 10 days after award
 COMPLETION DATE - JULY 30, 2008

ENG. EST.	LOW BID
\$ 1,870,141.22	\$ 1,608,731.11
	% OVER/UNDER EST.
	-13.98 %

1.78 miles of earthwork and hot mix asphalt pavement on Elmwood Road at the Willow Highway intersection and on Willow Highway from Canal Road to Creyts Road, Eaton County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 1,608,731.11	Same	1 **
D.J. McQuestion & Sons, Inc.	\$ 1,711,871.58	Same	2
Bailey Excavating, Inc.	\$ 1,743,165.14	Same	3
Hoffman Bros., Inc.	\$ 1,751,981.92	Same	4
E.T. MacKenzie Company	\$ 1,768,359.78	Same	5
CL Trucking & Excavating, LLC.	\$ 1,807,330.80	Same	6
Milbocker and Sons, Inc.	\$ 1,822,503.32	Same	7
Nashville Construction Company	\$ 1,828,292.89	Same	8
Kammaing & Roodvoets, Inc.	\$ 1,965,841.45	Same	9
L & L Construction Co., Inc.			
Aggregate Industries-Central Region			

9 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction of a portion of highway on or off 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:

73613A	
Eaton County	20.00 %
Federal Highway Administration Funds	80.00 %
87267A	
Eaton County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any 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.

Selection: Low bid.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48917.

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

Selection: Low bid.

Zip Code: 49829-9315.

REAL ESTATE

250.	LETTING OF AUGUST 03, 2007	ENG. EST.	LOW BID
	PROPOSAL 0708091	\$ 22,400.00	\$ 19,700.00
	PROJECT BT01 47082-55918B01		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2007		-12.05 %

Demolition of department-owned real estate, Livingston County.

	BIDDER	AS-SUBMITTED	AS-CHECKED
North American Dismantling Corp.	\$ 19,700.00	Same	1 **
S.A. Torello, Inc.	\$ 21,000.00	Same	2
Fonson, Inc.	\$ 21,800.00	Same	3
Homrich Wrecking, Inc.			
Rohde Brothers Excavating, Inc.			
McDowell Construction , L.L.C.			

3 Bidders

Criticality: The purpose of this demolition is to remove improvements from the property acquired for highway construction and associated work. The building needs to be demolished to make way for the continued expansion, repair and safety of state trunklines. 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 when construction later takes place delays will be held to a minimum.

Purpose/Business Case: The purpose of this demolition is to remove improvements from the property acquired for highway construction and associated work. The building needs to be demolished to make way for the continued expansion, repair and safety of state trunklines. Delaying the demolition and leaving the building vacant could increase MDOT's liability and put MDOT in violation of State and local ordinances as well as creating an attractive nuisance. Complying with State and local ordinances adds additional time to projects. By demolishing the house and taking care of these issues now when construction later takes place delays will be held to a minimum.

Benefit: Demolishing the 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.

Funding Source:

55918B01

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.

Selection: Low Bid

New Project Identification: Demolition.

Zip Code: 48843.

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



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

August 6, 2007

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

Dear Ms. Bond:

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

MDOT determined an emergency contract was needed to replace a failed cross culvert pipe on M-40 in Allegan County. The culvert failure was caused by the erosion of the pipe structure. This erosion has caused the roadway and shoulder base to be compromised. The location of this culvert structure is in the eastbound section of M-40, 2.2 miles north of the Village of Hamilton. Total removal of the culvert and new installation of a French drain is necessary to prevent further loss of the roadway. The inspection determined that there was imminent danger to the public and action needed to be taken immediately to avoid interruption in commerce. The temporary course of action has been to fill the holes in the pavement with hot patch, as a means of slowing the erosion process down. Safety barrels are in place to direct traffic around the depression.

MDOT's Kalamazoo Transportation Service Center has taken bids for the culvert pipe removal and replacement. After three bids were obtained, Compton Inc., was selected for the lowest bid at \$33,000.00. Work is expected to be completed by August 14, 2007.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Kirk T. Steudle".

Kirk T. Steudle
Director

Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of August 15, 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 August 15, 2007, be approved and adopted with the withdrawal of Item 30 of the Transportation agenda by the Department of Transportation at the State Administrative Board meeting on August 21, 2007. The motion was supported by Mr. Herzig. Mr. Isom asked if Items 2 through 7 on the Department of Environmental Quality agenda has been withdrawn on the Transportation and Natural Resources Report. Ms. Bond said they were withdrawn. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Ms. Wolenberg moved to adjourn the meeting. The motion was supported by Mr. Saxton and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON