

APPROVED

December 4, 2007

Michigan State
Administrative Board

Lansing, Michigan

November 20, 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, November 20, 2007, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Brandon Hofmeister, Legal Counsel, representing John Cherry, Lt. Governor
Susan Leffler, Assistant Attorney General for Law, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, 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
Sherry Bond, Secretary

Absent: Michael P. Flanagan, Superintendent of Public Instruction

Others Present:

Joel Storchan, Department of Information Technology; James Burris, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation; Kristie Profit, Ann Arbor Chamber of Commerce

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 that the minutes of the regular meeting of November 6, 2007, and the special meeting of November 13, 2007 be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

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

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

NONE

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

APPROVED

November 20, 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 **November 14, 2007**. Those present being:

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

Member: Brandon Hofmeister, 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. Hofmeister, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

November 14, 2007 / November 20, 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 CONTRACT FOR PROFESSIONAL SERVICES

1. DEPARTMENT OF ENVIRONMENTAL QUALITY, OSCODA, IOSCO COUNTY
– Former Wurtsmith Air Force Base Site – Technical Support Services
File No. 761/07167.SAR - Index No. 44061
Low Responsive Proposal: STS Consultants, Ltd., Lansing; \$652,162.19

Purpose/Business Case

The purpose of the contract is to acquire professional environmental services for a period of one year with four option years to assist the State in the execution of tasks associated with the environmental contamination of nearly 75 sites at the Former Wurtsmith Air Force Base Site in Oscoda. The Michigan Department of Environmental Quality (MDEQ) is currently operating as the regulatory oversight agency for remedial actions being taken by the United States Air Force. MDEQ and the Department of Defense have entered into a cooperative agreement known as the Defense and State Memorandum of Agreement (DSMOA) under which MDEQ's oversight costs are reimbursed by the federal government.

Benefit

The state will benefit by having a professional investigation to determine the necessary cleanup activities required at the site.

Funding

100% Clean Michigan Initiative Funds

Commitment

The professional services contract will be a billing rate contract paid on a payroll basis times a multiplier plus authorized reimbursable expenses. The amount of the contract is within the authorized total project cost.

Risk Assessment

Failure to approve this contract will jeopardize DEQ's ability to oversee investigation activities, restrict their ability to enforce and monitor the implementation of cleanup activities, and hamper cost recovery efforts from the responsible party.

Zip Code

48750

REVISIONS TO CONSTRUCTION CONTRACTS

2. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – VanWagoner Building – Air Handling Unit Replacement
File No. 071/06108.JNS – Index No. 53235
Shaw-Winkler, Inc., East Lansing; CCO No. 5, Incr. \$243,035.99

Purpose/Business Case

The purpose of this change order is to provide items needed to assure the proper function of the new mechanical equipment and to correct safety issues. This includes adding glycol to the existing mechanical system and connecting the system to the State Building Automation Network, and replacing egress doors and hardware. The mechanical systems within the VanWagoner Building were constructed in the mid 1960s, contain numerous MIOSHA safety issues for access and maintenance, and due to their age and condition, have reached the end of their useful life.

Benefit

The state will benefit by obtaining the additional air handling capacity for building operation with significant improvements in energy efficiency and will address existing MIOSHA safety issues for access and maintenance.

Funding Source

100% SBA Funds

Commitment

Quotations are actual costs submitted by the contractor and are within the authorized total project cost.

Risk Assessment

Failure to approve this change order will leave this facility with equipment that is no longer dependable due to age, difficult to maintain, and is undersized. The building would be left with equipment that cannot meet the demands for proper building ventilation and operation, resulting in an added health risk to building occupants and would leave mechanical spaces that are potentially unsafe for access which is required for equipment maintenance.

Zip Code

48933

3. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Central Operations – Joint Operations Center Construction
File No. 071/05300.RAN – Index No. 53145
Moore Trospen Construction Company, Holt; CCO No. 12, Incr. \$16,127.32

Purpose/Business Case

The purpose of this change order is to add furring, wall tile, and electrical outlets to the existing south walls of the women's locker room and restroom and provide floor coverings in the parking enforcement office. The furring is required to resolve the maintenance issue associated with paint bleeding on the interior of this existing exterior

wall. The floor covering is required as a result of the conversion of this existing mechanical area to office space.

Benefit

The state will benefit by having the ground floor completed and being able to consolidate the parking enforcement office into this facility. In addition, this will resolve the wall maintenance problem in the women's locker room and restroom.

Funding Source

100% State Building Authority Funds

Commitment

Quotations are actual costs submitted by the contractor and are within the authorized total project cost.

Risk Assessment

Failure to approve this change order will result in the parking enforcement staff not being relocated to the JOC and not resolve the continued maintenance problem in the women's locker room and restroom.

Zip Code

48909

RENEWAL OF LEASE FOR PRIVATE PROPERTY

4. DEPARTMENT OF STATE, MARINE CITY - Renewal of Lease #2616 effective January 1, 2008, through December 31, 2013, with Bernard E. Rumenapp, Jr. Revocable Living Trust U/A dated February 13, 1996 and Marilyn J. Rumenapp Revocable Living Trust U/A dated February 13, 1996, 5930 North River Road, P.O. Box 68, Marine City, Michigan 48039, as Lessor, and the State of Michigan for the Department of State, as Lessee, for 1,342 square feet of office space located at 500 Chartier Street, Marine City, Michigan 48039. The annual per square foot rental rate for this space is \$9.00 (\$1,006.50 per month). This rate does not include utilities, janitorial services and supplies, replacement of fluorescent tubes and bulbs, and trash removal. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$9.75 (\$1,090.38 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

This space is used as a branch office for the Department of State and continues to meet their needs.

Benefit

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

Funding Source

27% General Fund; 73% Restricted General 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 uninterrupted service and could possibly bring about increased costs if they are forced to relocate.

Zip Code

48039

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, KALAMAZOO -
Renewal of Lease #6959 effective April 1, 2008, through March 31, 2018, with Linda L. LaRocque, an individual, 118 Superior Street, South Haven, MI 49090, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth, as Lessee, for 5,792 square feet of office space located at 4210 South Westnedge Avenue, Kalamazoo, MI 49008. The annual per square foot rental rate for this space is \$15.00 (\$7,240.00 per month). Effective April 1, 2013, through March 31, 2018, the annual per square foot rental rate for this space is \$17.00 (\$8,205.33 per month). This rate does not include utilities and janitorial service. 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 Labor and Economic Growth and continues to meet their operational needs. The expiring lease did not contain any renewal options; therefore a new Lease is needed.

Benefit

The benefit of this new Lease is that it allows the agency to remain at the established location and avoid relocation costs. The rental rate is within the current market rate.

Funding Source

100% Federal Fund

Commitment Level

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

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service, and could possibly result in increased costs if the agency is forced to relocate the office.

Zip Code

49008

RECOMMENDATION FOR CONTRACT CHANGE ORDER

6. DEPARTMENT OF COMMUNITY HEALTH, LANSING - CCO #12 for Lease #11080 approved by the State Administrative Board on December 7, 2004, Item #38 between Boji Group of Lansing, as Lessor, and the State of Michigan for the Department of Community Health, as Lessee. This CCO provides for repairs and painting of marred walls in the Manty Conference Center, as requested by the Department of Community Health at a cost not-to-exceed \$572.00. The space is located at 201 Townsend St., Lansing, MI 48913

Purpose/Business Case

The purpose of this CCO is for the cost of labor and materials to prep, patch, prime and paint marred walls in the Manty Conference Center. This conference center is used on a daily basis and damages are considered beyond normal wear and tear thus it is the State's responsibility per the lease to repair.

Benefit

This CCO allows for repair of damages beyond normal wear and tear which are the responsibility of the State and to provide for a clean professional appearing conference environment to conduct the States business activities.

Funding Source

100% General Funds

Commitment Level

Present through October 31, 2026; however, this Lease contains an Executive Old cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from complying with it's obligation under the terms and conditions of the lease and will present an inappropriate public perception.

Zip Code

48913

7. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #19 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan for the Department of Management and Budget, as Lessee. This CCO provides for relocation of a security card reader, as requested by the Department of Management and Budget for the Department of Civil Rights at a cost not-to-exceed \$1,495.00. The space is located at 3054 W. Grand Blvd., Detroit, MI 48202

Purpose/Business Case

The purpose of this CCO is to provide for the cost of labor to relocate a security card reader from the 3rd floor break room to the 3rd floor women's restroom entry door.

Benefit

This CCO allows for enhanced safety of female employees and visitors by reducing unnecessary risk when working non-standard business hours.

Funding Source

100% General Funds/General Purpose from Department of Management and Budget to be inter-agency accounted to Department of Civil Rights and reimbursed through 100% General Funds.

Commitment Level

Present through September 30, 2031; however, this Lease contains a Legislative cancellation clause with 60-day notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from preventing potential harm to female employees and visitors to the adjacent programs.

Zip Code

48202

8. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - CCO #18 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc, as Lessor, and the State of Michigan for the Department of Management and Budget, as Lessee. This CCO provides for installing emergency electrical power to the 8th floor computer room, as requested by the Michigan State Court Administrative Office at a cost not-to-exceed \$13,560.00. The space is located at 3068 West Grand Boulevard, Detroit, Michigan 48202.

Purpose/Business Case

The purpose of this CCO is to allow installation of a supplemental A/C unit, six dedicated circuits, lighting and two new single phase 6L30 receptacles in order to provide emergency back-up power to the computer room that serves the Michigan State Court offices.

Benefit

This CCO allows the State of Michigan Court offices in Cadillac Place to ensure preservation of vital computer and telephone functions in the event of a power outage.

Source of Funds

100% General Purpose/General Fund billback to Department of Management and Budget from authorized Judicial funds originating from restricted revenue based on court fees.

Commitment Level

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

Risk Assessment

Non-approval of this CCO will hinder the Department from ensuring the court's electronic data and telecommunications are accessible during a power outage.

Zip Code

48202

STATE AS LESSOR LEASE

9. RECOMMENDATION TO LEASE PROPERTY UNDER THE JURISDICTION OF STATE OF MICHIGAN, MICHIGAN EXPOSITION AND FAIRGROUNDS AUTHORITY

The Department of Management and Budget (DMB), on behalf of the Michigan Exposition and Fairgrounds Authority (Lessor), recommends that the State Administrative Board, under authority of the Management and Budget Act, 1984 PA 431, MCL 18.1221, and the Michigan State Fair and Exposition Act, MCLA 285.161, grant a new lease (Lease) to Fieldhouse LLC, a Michigan limited liability company (Lessee) for the premises described in the Lease at the Michigan State Fairgrounds in Detroit, MI. This Lease supersedes the lease between the Michigan Department of Agriculture (Lessor's predecessor), and Lessee dated April 8, 2004. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The Michigan State Fair is conducted for approximately three weeks out of the year. The Michigan State Fair and Exposition Act, MCLA 285.161 authorizes the Michigan Exposition and Fairgrounds Authority to lease the fairgrounds the rest of the year. This Lease will maintain the Lessee's operations at its present location at the fairgrounds and result in the revenue as approved by the Michigan Exposition and Fairgrounds Authority.

Benefit

The income from this lease will benefit the Michigan Exposition and Fairgrounds Authority's overall operations of the fairgrounds. "Rent payable hereunder shall be Fifty Thousand and 00/100 Dollars (\$50,000.00) annually, commencing on October 1, 2006 through September 30, 2009. Additional Rent in the amount of Seventy One Thousand Three Hundred Thirty Two and 00/100 Dollars (\$71,332.00), shall be payable in fourteen payments of Five Thousand Ninety Five and 00/100 Dollars (\$5,095.00) as follows: (1) three payments (\$15,285.00) by October 31, 2007; (2) one payment (\$5,095.00) per month from November 1, 2007 to August 1, 2008; and (3) one payment (\$5,095.00) in September 2008."

Funding Source

N/A

Commitment Level

N/A

Risk Assessment

Non-approval of this Lease will result in loss of revenue to the State as Lessor.

Zip Code

48203

CONVEYANCE OF SURPLUS STATE REAL PROPERTY

10. THE DEPARTMENTS OF MANAGEMENT AND BUDGET (DMB) AND COMMUNITY HEALTH (DCH), recommend the conveyance of surplus state real property described below, located in Indianfields Township, Tuscola County, Michigan (the "Property") to Indianfields Township for consideration of One Dollar (\$1.00) plus costs necessary to prepare the property for sale.

Legislative Background

2007 Public Act 43 (the "Act") authorizes the state administrative board to convey the following property, located in Indianfields Township, Tuscola County, Michigan, containing 116.54 acres, more or less, and more particularly described as follows:

Part of the Southeast 1/4 and Southwest 1/4 of Section 17, and part of the Northwest 1/4 of Section 20, T12N, R9E, Indianfields Township, Tuscola County, Michigan, described as commencing at the Center of said Section 17; thence along the East-West 1/4 line of said Section 17, S. 88° 41' 50" E., 335.38 feet to the Point of Beginning; thence continuing along said East-West 1/4 line of Section 17, S. 88° 41' 50" E., 2177.53 feet to a traverse line on the top of bank of the Cass River; thence along said traverse line, S. 41° 54' 49" W., 1422.68 feet and S. 82° 35' 09" W., 751.00 feet and S. 62° 37' 43" W., 572.95 feet and S. 34° 54' 06" W., 865.51 feet and S. 63° 47' 30" W., 1325.94 feet and S. 46° 04' 24" W., 492.67 feet to the centerline of Chambers Road; thence along said centerline of Chambers Road on a curve to the right having a radius of 327.40 feet, central angle of 83° 39' 40", and long chord bearing and distance of N. 16° 26' 39" W., 436.71 feet; thence continuing along said centerline of Chambers Road, N. 25° 23' 11" E., 1028.69 feet to a point on a curve; thence on said curve to the left having a radius of 230.00 feet, central angle of 52° 44' 42", and long chord bearing and distance of N. 00° 57' 57" W., 204.33 feet to the Southeasterly line of railroad right-of-way; thence on a non-tangent curve to the left having a radius of 3447.47 feet, central angle of 10° 18' 35", and long chord bearing and distance of N. 50° 54' 56" E., 619.50 feet; thence continuing along said Southeasterly line of railroad right-of-way, N. 47° 34' 00" E., 1723.14 feet to the Point of Beginning; containing 116.54 acres to the water's edge, more or less; subject to riparian rights pertaining to the Cass River and other rights-of-way, easements and restrictions of record.

The Property description is approximate and is subject to adjustment as the state administrative board or attorney general considers necessary by survey or other legal description. The conveyance includes all surplus, salvage, and scrap property or equipment.

In accordance with the Act, the Property shall be used exclusively for the purpose of a public park and if any fee, term, or condition for the use of the

Property is imposed on members of the public, or if any of those fees, terms, or conditions are waived for use of the Property, resident and nonresident members of the public shall be subject to the same fees, terms, conditions, and waivers. Upon termination of the use as a public park or use for any other purpose, the state may reenter and repossess the Property, terminating the grantee's estate in the Property. If the grantee disputes the state's exercise of its right of reentry and fails to promptly deliver possession of the Property to the state, the attorney general, on behalf of the state, may bring an action to quiet title to, and regain possession of, the Property.

The conveyance authorized under this section shall provide for the exercise of the state's ongoing property interests in and regulatory jurisdiction over any historic artifacts and antiquities subsequently found on the site. The state shall not reserve oil, gas, or mineral rights to the conveyed Property; however, if any grantee develops any minerals in the site, the State shall be entitled to ½ the gross revenues generated.

The costs to the State to prepare the Property for sale are \$678.00 and will be reimbursed by the Township. The quitclaim deed has been approved as to legal form by the attorney general.

Purpose/Business Case

The Property has been declared surplus by DCH. It is adjacent to existing Indianfields Township park land, and will be added for additional walking trails and other park purposes. There are three vacant buildings on site in deteriorated condition, excess to DCH's needs, included in the conveyance. The Township accepts the responsibility of costs associated with the demolition and disposition of the buildings. The recommended conveyance satisfies the criteria set forth in 2007 PA 43.

Benefit

The approval of this recommendation benefits the local community by providing additional public lands for recreational purposes, releases surplus property into full utilization, and relieves the State of further ownership responsibilities.

Funding Source/Commitment Level

N/A

Risk Assessment

The three dilapidated buildings on site would remain property of the State to secure and dispose of, and the Property would not be made available as a public park.

Zip Code

48723

Ms. MacDowell presented the Building Committee Report for the regular meeting of November 14, 2007. After review of the forgoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held November 14, 2007, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

APPROVED

November 20, 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 November 14, 2007. Those present being:

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

Member: Brandon Hofmeister, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Keith Brown, Michael Christensen, Connie Hanrahan, Joyce Newell,
Kathy Popoff, Patrick Scarlett, Betsy Steudle, Department of
Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation agenda was presented.

Correspondence was received from the Director of the Department of Transportation, Kirk T. Steudle, regarding an emergency contract for \$59,400.00 with Hoffman Brothers, Inc. to replace a failed culvert pipe and the resulting damage to the roadway on M-43 in Kalamazoo County.

Following discussion, Mr. Shell moved that the Transportation agenda be recommended to the State Administrative Board for approval with a revised agenda writeup and backup for Item 2; with revised backup for Item 6; anticipated revenue added to the agenda writeup for Item 16; Items 15 and 41 withdrawn; and Items 37 through 40 and 47 contingent upon approval by the Office of Commission Audit. Supported by Mr. Hofmeister, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 14, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: November 20, 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” (Public Auction Sale)
Tracts 717, 785, 923, 970, 1042, 1045, 1046, 1077

Attached is a resolution for the sale of excess property that sold at a public auction. These properties are located in Bay, Genesee, Kent, Ottawa, and Tuscola Counties and contain a total of approximately 19.68 acres. The minimum acceptable bid prices, which are the current appraised market values of the properties as determined by approved appraisals on file, have been established. The properties were advertised and offered at a public auction on October 10, 2007, at the City of Novi Civic Center, Novi, Michigan. Total revenue from the auction is \$428,800. The minimum acceptable bid prices, the names of the prospective bidders, and the proposed selling prices are set forth in the attached resolution. The tracts were offered to the local municipalities prior to being offered to the public. These parcels were determined to be excess by the Bureau of Highway – Development.

Criticality: These are revenues-generating sales. Failure to process these transactions would result in lost revenue for the state.

Purpose/Business Case: The purpose of excess property sales or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

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 or receiving other benefits.

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 or exchanged, 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: 48909.

2. HIGHWAYS (Real Estate) - Resolution “B” (Sale to Abutting Owner)
Tract 402, Control Section 13121, Parcel 25, Part C

The subject tract is located in the city of Springfield, Calhoun County, Michigan, and contains approximately 10,950 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 George Bratcher, Bratcher & Associates, an independent fee appraiser, on October 24, 2006, at \$49,275. The appraisal was reviewed by Doug Bixby, Appraisal Technical Specialist, Real Estate Division, on December 20, 2006, at the amount of \$19,700. The subject tract is not considered a stand alone parcel, as it has no practical use due to its size and shape. Mr. Bratcher determined that the highest and best use was assemblage with the abutting owner for development; however, he did not make any adjustments for size, shape, or assemblage in his report. The lack of adjustments for size, shape and assemblage were considered to be errors in the appraisal report. Mr. Bixby discussed the issues with the appraiser and it was agreed that the adjustments were necessary. Upon appraisal reconsideration, the appraised value was lowered. The reviewed amount of \$19,700 reflects the adjustments made to the subject tract for size, shape and assemblage. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on December 21, 2006, for the amount of \$19,700. The sole abutting owner, Brocran, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$3,940, 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 for 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 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: 49015.

3. HIGHWAYS (Real Estate) – Resolution “C” (Over-the-Counter Sale)
Tract 801, Control Section 50111, Parcel 120S, Part A

The subject tract is located in the Village of St. Clair Shores, Macomb County, Michigan, and contains approximately 1.62 acres. The tract was offered for sale at public auction on October 10, 2007, and did not sell. It was approved to be available for over-the-counter sale on October 15, 2007. The tract was appraised by Gerry Lacey, Metro Region Appraiser, on September 13, 2007, at \$75,000. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on September 13, 2007, for the amount of \$75,000. Lazar Jovanovski and Mile Nestorovski have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$3,750, which represents a 5 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.

* Denotes a non-standard contract/amendment

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue for 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 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: 48081.

4. HIGHWAYS (Real Estate) – Resolution “D” (Over-the-Counter Sale)

Tract 105, Control Section 73101, Parcel C-3023, Part A, Parcel 3023N, Part A, Parcel 3026, Part A

The subject tract is located in the city of Saginaw, Saginaw County, Michigan, and contains approximately 4,646 square feet. The tract was offered for sale at public auction on October 10, 2007, and did not sell. It was approved to be available for over-the-counter sale on October 15, 2007. The tract was appraised by R. Michael Smith, Bay Region Property Manager, on April 18, 2006, at \$50. The appraised tract was approved for sale by Andy Philp, Bay Region Real Estate Agent, on April 20, 2006, for the amount of \$50. Mile Nestorovski has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$50, 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 for 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 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: 48601.

5. HIGHWAYS (Real Estate) – Resolution “E” (Excess Property Easement)
Tract 1061, Control Section 50014, Parcel 712, Part H

The subject tract is located in the city of Sterling Heights, Macomb County, Michigan, and contains approximately 0.30 acres. The subject tract was previously right-of-way for the Mound Road connector project. The project was never built, and MDOT is in the process of selling the excess property. The abutting owner has an existing driveway that provides access to Mound Road. When MDOT bought the property in 1972, damages were paid to the former property owner to allow the owner to construct a drive from the owner’s remaining property, across the right-of-way purchased, to Mound Road. An easement for the driveway was not granted at the time because it was never intended to be a permanent situation. The drive was temporary to provide access to Mound Road until the Mound Road connector project was built. Since the project was never built, MDOT must grant an easement to the property owner in order to provide the owner with legal access to the owner’s property prior to selling the excess property. The easement is being granted at no cost to fulfill this requirement. The transaction was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Division, on January 12, 2007. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

Criticality: MDOT must grant this easement to allow the abutting owner legal access to the owner’s property prior to selling the excess property.

Purpose/Business Case: The purpose of granting an easement on excess property is to allow state agencies, local units of government or private parties the use of MDOT property while MDOT maintains the integrity of its infrastructure.

Benefit: MDOT benefits by allowing the use of a portion of its excess property without affecting the functionality of its infrastructure.

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: Easements are utilized in situations in which MDOT would like to retain fee ownership while addressing specific real estate needs.

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

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48304.

6. HIGHWAYS (Real Estate) - Resolution “F” (Relinquishment of Easement)
Radio Tower Site #301, Control Section 28042, Parcel 1

The subject tract is located in the township of Garfield, Grand Traverse County, Michigan, and contains approximately 7.6 acres. The easement rights previously granted to MDOT are no longer required for radio tower purposes. MDOT has migrated radio communications to the Michigan Public Safety Communication Systems (MPSCS) as required by Executive Directive No. 2003-12. As part of this migration, the subject radio tower site has been removed and MDOT is relinquishing its interest in the property. The property was not offered to the local municipalities because MDOT does not own the underlying fee.

Criticality: This transaction is being completed, as required by Executive Directive No. 2003-12, to integrate and migrate radio communications with the MPSCS.

Purpose/Business Case: The purpose of this transaction is to relinquish MDOT's rights in this property to the underlying fee owner since the easement is no longer required for a radio tower site.

Benefit: MDOT will be in compliance with Executive Directive No. 2003-12.

Funding Source: N/A.

Commitment Level: MDOT is committed to be in compliance with Executive Directive No. 2003-12.

Risk Assessment: N/A.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49684.

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

Amendatory Contract (2007-0670/A1) between MDOT and the City of Dowagiac will increase the contract amount by \$9,000 due to higher than anticipated costs associated with the rehabilitation of the taxiway pavements. The original contract provides for the rehabilitation of the taxiway pavements at the Dowagiac Municipal Airport in Dowagiac, Michigan. The contract term remains unchanged, August 13, 2007, through August 12, 2027. The revised contract amount will be \$324,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$252,000	\$7,200	\$259,200
State Bond Funds	\$ 55,125	\$1,575	\$ 56,700
City of Dowagiac Funds	\$ 7,875	\$ 225	\$ 8,100
Total	<u>\$315,000</u>	<u>\$9,000</u>	<u>\$324,000</u>

Criticality: The existing taxiway pavements are in very poor condition and in need of rehabilitation. Delaying the project could impact the safety of the airport as the taxiway pavements are becoming unsafe for airport operations.

Purpose/Business Case: To increase the contract amount by \$9,000 to cover higher than anticipated costs associated with the rehabilitation of the taxiway pavements. The work includes additional drainage improvements and earth excavation and mulching work associated with the project.

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

Funding Source: 80% Federal Aviation Administration Funds; 17.5% State Bond Funds; 2.5% City of Dowagiac Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not approved, the project cannot be completed as planned. The City of Dowagiac would be responsible for the additional costs. The city cannot afford the additional costs without federal and state participation.

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

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49047.

8. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount
 Amendatory Contract (2007-0777/A1) between MDOT and the Dickinson County Board of Commissioners will add soil erosion control measures and drainage improvements to the project and will increase the contract amount by \$24,551. The original contract provides for the design and construction of the east ravine drainage improvements at the Ford Airport in Iron Mountain, Michigan. The contract term remains unchanged, September 6, 2007, through September 5, 2027. The revised contract amount will be \$111,559. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$69,606	\$19,641	\$ 89,247
State Bond Funds	\$15,226	\$ 4,296	\$ 19,522
Dickinson County Funds	\$ 2,176	\$ 614	\$ 2,790
Total	<u>\$87,008</u>	<u>\$24,551</u>	<u>\$111,559</u>

Criticality: This project serves to eliminate an erosion problem just off an apron area. Due to the severity of the erosion problem, there is an immediate need to stabilize the ravine soils before the upcoming harsh winter. Delaying the project could impact airport safety because of potential pavement washout.

Purpose/Business Case: To increase the contract amount by \$24,551 to add soil erosion control measures and additional drainage improvements to the east ravine project.

Benefit: Will stabilize the soil by allowing the area to drain properly. In addition, this project will enhance the useful life of the apron by eliminating a potential safety concern (pavement washout).

Funding Source: 80% Federal Aviation Administration Funds; 17.5% State Bond Funds; 2.5% Dickinson County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is that the project could not be completed as planned. Dickinson County would be responsible for the additional costs. The county cannot afford the additional costs without federal and state participation.

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

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49801.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase Wetland Mitigation Bank Credits
 Contract (2008-0032) between MDOT and the City of Allegan will provide federal and state grant funds for the purchase of wetland mitigation bank credits at the Padgham Field in Allegan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 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 \$360,000. Source of Funds: FAA Funds (via block grant) - \$288,000; State Restricted Aeronautics Funds - \$63,000; City of Allegan Funds - \$9,000.

Criticality: The wetland bank credits are necessary to satisfy MDEQ requirements for wetland mitigation. Delaying the project would risk noncompliance with MDEQ requirements.

Purpose/Business Case: To provide for the purchase of wetland mitigation bank credits, which are needed to replace wetland fill due to a runway realignment and extension project.

Benefit: Will satisfy the wetland mitigation needs of the airport.

Funding Source: 80% FAA Funds; 17.5% State Restricted Aeronautics Funds; 2.5% City of Allegan Funds.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

Risk Assessment: The risks of not approving the contract are increased costs associated with constructing wetlands and noncompliance with MDEQ.

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

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49010.

10. *AERONAUTICS AND FREIGHT (Aeronautics) - Airport Operations

Memorandum of Understanding (MOU) (2008-0033) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide funding to support airport operations at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through September 30, 2008. The MOU amount will be \$35,000. Source of Funds: State Restricted Aeronautics Funds - \$35,000.

Criticality: Airport operations are critical to the residents of Mackinac Island as the only reliable access to the island during the winter months is by air. This MOU will provide funding to supplement the airport's declining operating revenue. Delaying this MOU could impact airport operations on Mackinac Island.

Purpose/Business Case: To provide funding to keep the Mackinac Island Airport open and operating due to a significant decline in airport operating revenue.

Benefit: The only reliable access to Mackinac Island during the winter months is by air. Keeping the airport open and operating is critical to the full-time residents of Mackinac Island.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: This is a fixed cost.

Risk Assessment: If the contract is not approved, the operation of the airport could be threatened, as the MISPC cannot afford the operating costs without state participation.

Cost Reduction: The funding was negotiated based on operational need and reviewed by MDOT personnel for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: The funding will supplement the amount the airport pays for operating expenses, such as plowing, utilities, building and grounds maintenance, supplies, and insurance.

Zip Code: 49757.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Approach Clearing

Contract (2008-0040) between MDOT and the City of Lowell will provide state grant funds for approach clearing (phase 1) for runway 12/30 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 (FAA) guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$75,000. Source of Funds: State Restricted Aeronautics Funds - \$71,250; City of Lowell Funds - \$3,750.

Criticality: This project will provide an unobstructed approach to the runway, as mandated by the FAA, and increase the safety margin for aeronautical activity. Delaying the project would promote unsafe airport conditions by not addressing known obstructions.

Purpose/Business Case: To provide for the development of an engineering plan and the performance of construction work for approach clearing on runway 12/30.

Benefit: Will enhance airport safety.

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 sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder. 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: 49331.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase Equipment, Design Services

Contract (2008-0041) between MDOT and the City of Sault Ste. Marie will provide state grant funds for the purchase of snow removal equipment (SRE) and for the design for the expansion of the terminal apron at the Sault Ste. Marie Municipal-Sanderson Airport in Sault Ste. Marie, 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 \$133,000. Source of Funds: State Bond Funds - \$126,350; City of Sault Ste. Marie Funds - \$6,650.

Criticality: The purchase of the snow removal equipment will increase safety margins for aeronautical operations by providing a means of more effectively removing snow. The apron expansion will serve to increase the apron area, which will allow for a designated hold location for aircraft waiting to clear customs. This airport is a main entry point for aircraft entering the United States from Canada. Delaying the project could negatively impact airport safety.

Purpose/Business Case: To provide for the purchase of SRE (with attachments) and for the development of engineering plans for the expansion of the terminal apron.

Benefit: The SRE will allow the airport to remove snow efficiently and to remain open regardless of the season. The apron expansion will enhance the safety and security of the airport.

Funding Source: 95% State Bond Funds and 5% City of Sault Ste. Marie 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 equipment was bid locally and awarded to the lowest bidder. 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: 49783.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Fencing

Contract (2008-0042) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the design of perimeter fencing at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$26,000. Source of Funds: FAA Funds (via block grant) - \$24,700; State Bond Funds - \$650; Livingston County Funds - \$650.

Criticality: The new fence will increase safety by keeping animals, pedestrians, and unauthorized vehicles off airport property. Delaying the project could negatively impact airport safety.

Purpose/Business Case: To provide for the development of engineering plans for airport perimeter fencing.

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

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% Livingston 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: 48855.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0045) between MDOT and Macomb Airway Incorporated will provide state grant funds for the land acquisition costs to acquire aviation easements for the approaches to runways 27 and 36 at the Ray Community Airport in Ray, 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 \$35,000. Source of Funds: State Restricted Aeronautics Funds - \$33,250; Macomb Airway Incorporated Funds - \$1,750.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones (RPZ). The easements will meet this federal requirement for safety. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the land acquisition costs to acquire aviation easements for the approaches to runways 27 and 36.

Benefit: Acquiring the easements will enhance the safety of airport users by allowing the airport to maintain obstruction-free approaches to the airport.

Funding Source: 95% State Restricted Aeronautics Funds and 5% Macomb Airway Incorporated Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without state 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: 48096.

15. *FINANCE & ADMINISTRATION - Financial Plan Templates

Contract (2008-0048) between MDOT and Trans Tech Management, Inc., will provide for the development of financial plan templates for use by MDOT staff to meet Federal Highway Administration (FHWA) requirements for major projects. The project will include the production of user manuals and the conduct of training for MDOT staff. The contract amount will be \$94,409. The contract will be in effect from the date of award through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The FHWA now requires states to develop comprehensive financial plans for projects exceeding \$500,000,000. Some states have hired consultants to develop these plans one project at a time. MDOT has decided to develop these plans in-house with the training of a consultant. Financial plans must be approved by the FHWA before the first federal dollar can be spent on construction. The first deadline for such approval is May 2008. Financial plan development is lengthy and in-depth, requiring months of work. Therefore, it is critical that MDOT obtain the expertise of the consultant as soon as possible. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) includes several significant changes to the requirements for developing financial plans for projects funded with federal dollars. Recipients of federal financial assistance for major projects (\$500,000,000 or greater) are required to prepare and submit financial plans and annual updates to the FHWA. MDOT currently has eight active major projects that require financial plans under the new SAFETEA-LU guidelines. MDOT would like a template for creating the financial plans and another template for making the annual updates. The templates will ensure that all the required elements of financial plans and annual updates are met. The templates will be compatible with Microsoft products and written in a format that will enable MDOT staff to create financial plans and make annual updates independent of further assistance. The use of the templates will be documented in a written user manual, and training sessions will be conducted.

Benefit: Training staff in-house to develop the financial plans will be the most cost efficient way to meet the FHWA requirement. The costs of the templates and training will be much less than the costs of hiring a consultant to develop a financial plan for each separate project.

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

Commitment Level: The contract amount was negotiated based on needed services.

Risk Assessment: Federal funds will not be released for the construction phases of eight major projects unless FHWA-approved financial plans are on file. Project lettings could be delayed, which could result in inflation of labor and materials and other costs associated with project delays. It is critical that MDOT's financial plans are complete, correct, and approved in a timely manner.

Cost Reduction: Training staff in-house to develop the plans will be the most cost efficient way to meet the FHWA requirement. The costs of the templates and training will be much less than the costs of hiring a consultant to develop a financial plan for each separate project.

Selection: Best value.

New Project Identification: This is a new project to meet a new requirement.

Zip Code: 48909.

16. *HIGHWAYS – Renewal of Logo Signing Program Contract

Amendatory Contract (2002-0491/A1) between MDOT and Michigan Logos, Inc., will renew the contract for an additional six-year period, in accordance with contract provisions. The original contract provides for advertising, erection, and maintenance of logo signs statewide at MDOT-designated freeway interchanges. The revised contract term will be August 6, 2003, through December 31, 2013. This is a revenue contract. Michigan Logos, Inc., returns a percentage of its profits under the contract to MDOT. MDOT receives approximately \$350,000 a year from Michigan Logos, Inc. This project was initiated by legislative mandate.

Criticality: This revenue contract will expire on December 31, 2007. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To renew the existing contract for an additional six-year period. Language in the contract provides for the contract to be renewed for an additional six-year period if the contractor has fully complied with all contract provisions. Michigan Logos, Inc., has met the conditions of the contract. MDOT will continue to collect a portion of the revenue generated from the Logo Signing Program.

Benefit: Will provide for MDOT to collect a portion of the revenue generated from the Logo Signing Program. The revenue collected will go into the State Trunkline Fund, as dictated by Michigan law.

Funding Source: This is a revenue contract. Funds will come from businesses in proximity to the selected interchanges.

Commitment Level: MDOT will receive 10 percent of the revenue generated from the Logo Signing Program through December 31, 2013.

* Denotes a non-standard contract/amendment

Risk Assessment: If this amendment were not approved, MDOT would not continue to receive revenue from Michigan Logos, Inc.

Cost Reduction: N/A. This is a revenue contract.

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

New Project Identification: This is not a new project.

Zip Code: 48909.

17. HIGHWAYS - Time Extension

Amendatory Contract (2003-0049/A3) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the ongoing remediation services at no additional cost. The additional time is needed for the consultant to complete closure reporting to the Michigan Department of Environmental Quality (MDEQ) for remediation of a petroleum release at the Mio Maintenance Garage. The original contract provides for geoenvironmental services to be performed at the Mio Maintenance Garage in the village of Mio, Oscoda County (CS 34032 - JN 99370). The revised contract term will be January 15, 2003, through November 30, 2008. The contract amount remains unchanged at \$391,557.92. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The current contract will expire on November 30, 2007. Without a contract in place, cleanup at the site would halt, and MDOT would be out of compliance with State of Michigan environmental statutes. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the ongoing remediation services at no additional cost. The additional time is needed for the consultant to complete closure reporting to MDEQ for remediation of a petroleum release at the Mio Maintenance Garage.

Benefit: Will provide sufficient time for completion of closure reporting to MDEQ and keep MDOT in compliance with State of Michigan environmental statutes.

Funding Source: 100% State Restricted Trunkline Funds.

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48647.

18. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0796/A1) between MDOT and G2 Consulting Group, LLC, will retroactively extend the term of the indefinite delivery of services (IDS) contract by one year (17 days retroactive) to provide sufficient time for the consultant to complete ongoing work under authorization (Z2), for which additional time is needed for the completion of as-needed geotechnical and pavement investigation services. Authorization (Z2) provides for as-needed geotechnical and pavement investigation services to be performed within the Metro Region. (See following item.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be November 3, 2004, through November 2, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: This contract will expire on November 3, 2007. If the IDS contract is not extended, authorization (Z2) cannot be extended, and work under authorization (Z2) will not be completed. If geotechnical and pavement investigation services are not extended, MDOT's ability to provide testing services that are required by federal law during construction could be jeopardized and the project could be compromised. As a result, this contract cannot be deferred until a later State Administrative Board.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z2). No new authorizations will be issued under this contract.

Benefit: Will provide sufficient time for the consultant to complete ongoing as-needed geotechnical and pavement investigation services during construction under authorization (Z2).

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

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

Risk Assessment: If this amendment is not approved, the consultant will not be able to complete work under authorization (Z2). If the geotechnical and pavement investigation services are not continued, MDOT will not be in compliance with federal requirements for testing services during construction, and the project could be compromised.

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

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

New Project Identification: This is not a new project.

Zip Code: 48075.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R1) under Contract (2004-0796) between MDOT and G2 Consulting Group, LLC, will retroactively extend the authorization term by one year (17 days retroactive) to provide sufficient time for the consultant to complete ongoing as-needed geotechnical and pavement inspection services. The additional time is needed because the original indefinite delivery of services contract did not initially provide sufficient time for the selected services to be completed under this authorization. The original authorization provides for as-needed geotechnical and pavement inspection services to be performed for various projects within the Metro Region. The work items include soil boring geotechnical investigation, soil classifications, gradation analysis, permeability testing, and Standard Penetration Testing (SPT) and preparation of test reports. The revised authorization term will be June 21, 2006, through November 2, 2008. The authorization amount remains unchanged at \$245,000. The contract term will be November 3, 2004, through November 2, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: This authorization will expire on November 3, 2007. If the authorization is not extended to allow the continuation of the as-needed geotechnical and pavement inspection services, MDOT's ability to provide testing services that are required by federal law during construction could be jeopardized and the projects could be compromised. As a result, this authorization revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete ongoing as-needed geotechnical and pavement inspection services for various projects within the Metro Region.

Benefit: Will provide for the continuation of necessary geotechnical and pavement inspection services that are required by federal law during construction. The services will ensure that all parts of the construction are up to current federal and MDOT standards and will result in a high quality product.

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

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

* Denotes a non-standard contract/amendment

Risk Assessment: If this revision is not approved, MDOT's ability to provide necessary inspection and testing services during the construction of this project could be jeopardized. If these services are not authorized, federal funding could be lost and the project would lack adequate inspection and testing, which could result in substandard work.

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 authorization.

New Project Identification: This is not a new project.

Zip Code: 48075.

20. HIGHWAYS - Time Extension

Amendatory Contract (2005-0051/A2) between MDOT and Wilbur Smith Associates, Inc., Michigan will extend the contract term by one year to provide sufficient time for the early preliminary engineering (EPE) phase of the US-131 Improvement Study to be completed. The additional time is needed because of continued local controversy regarding this project. The original contract provides for the preparation for and conduct of a public hearing; the preparation of a Draft Environmental Impact Statement (DEIS), a Final Environmental Impact Statement (FEIS), and an engineering report; the identification and refining of a recommended alternative; and the preparation of a record of decision (ROD) to be approved by the Federal Highway Administration (FHWA) for the US-131 Improvement Study in St. Joseph County. An approved ROD will give MDOT the location and design approval to complete subsequent phases of the project (design, right-of-way acquisition, and construction). The project is located on US-131 from the Indiana Toll Road (I-80/I-90) to just north of Cowling Road in the village of Three Rivers. The revised contract term will be January 20, 2005, through January 30, 2009. The contract amount remains unchanged at \$1,749,859.47. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This project is part of the Economic Development Jobs Package Alternative, which includes the bypass of Constantine. MDOT has committed to build a bypass of Constantine and other on-alignment improvements associated with PA-5. However, MDOT will not be able to move forward with the projects until the FEIS and ROD are complete. We believe it will take approximately one year to complete the EPE phase due to state, federal, and public review time required by the National Environmental Policy Act. As a result, this contract is necessary for the November 20, 2007, agenda and cannot be deferred to a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the EPE phase of the US-131 Improvement Study to be completed, including the preparation of an ROD to be approved by the FHWA.

Benefit: The DEIS was completed, and the public hearing was held in 2005, which allowed MDOT to make an informed decision about carrying the project forward to the design phase. An approved ROD will give MDOT the location and design approval to complete subsequent phases of the project (design, right-of-way acquisition, and construction).

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this amendment is not approved, MDOT will not be able to move forward with this project. The project cannot go forward until the FEIS and the ROD are completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. MDOT staff has met with the consultant on numerous occasions in the last month to revise and refine the scope of services and negotiate the hours 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: 49042, 49093.

21. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R2) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of additional traffic and safety services and will increase the authorization amount by \$9,201.15. The additional services will be for the design of freeway sign upgrading for the extension of the project limits on I-75 from the current point of ending at Junction Street to Clark Street, a distance of 1/3 mile, in Wayne County. The original authorization provides for the development of design plans for 12.94 miles of freeway sign upgrading on I-75 from Sibley Road to Junction Road in Wayne County (CS 82191, 82194 - JN 84709C). The authorization term remains unchanged, October 21, 2005, through November 5, 2008. The revised authorization amount will be \$277,121.08. The contract term is April 5, 2005, through April 4, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing. If the signing plans are not upgraded, MDOT will not be in compliance with the 2005 Michigan Manual on Uniform Traffic Control Devices (MUTCD), which could result in the loss of federal funding. As a result, this revision cannot be deferred until a later State Administrative Board Agenda.

Purpose/Business Case: To provide for additional design services to be performed for the signing plan updates.

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

Funding Source: 100% Federal Highway Administration Funds.

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

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

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

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

New Project Identification: This is not a new project.

Zip Code: 48238.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z1/R2) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of additional road design services for sidewalks and ramps along M-3 and will increase the authorization amount by \$129,646.11. The additional design services are required to meet new Americans with Disabilities Act (ADA) requirements for sidewalks and ramps. The original authorization provides for road design services to be performed for the rehabilitation of M-3 southbound for 1.68 miles from Sunnyview Road to the Clinton River in the city of Mount Clemens and in Clinton Township, Macomb County (CS 50051 - JN 45733C). The authorization term remains unchanged, August 23, 2005, through April 4, 2010. The revised authorization amount will be \$234,578.90. The contract term is April 5, 2005, through April 4, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The project requires additional design work to comply with new ADA requirements for sidewalks and ramps. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional road design services to meet new ADA requirements for sidewalks and ramps. Detail grade sheets will be required for hundreds of sidewalk ramps within the project limits. The two bridges will now be fully removed and replaced, which will require traffic to be detoured, rather than maintained part-width as originally planned. The detour route will require a number of improvements.

Benefit: Will provide for compliance with new ADA requirements for sidewalks and ramps.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved and the work is not performed, MDOT will not be in compliance with new ADA requirement for sidewalks and ramps and federal funding could be jeopardized for future projects.

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

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

New Project Identification: This is not a new project.

Zip Code: 48043.

23. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R4) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$189,951.97. The additional services will include additional design work required to meet Americans with Disabilities Act (ADA) requirements for sidewalk ramp design and additional hydraulic and structure survey work on M-3 northbound and southbound over the Clinton River to Sandpiper Street, Macomb County. The original authorization provides for design services to be performed for the rehabilitation of M-3 southbound for 2.26 miles from the Clinton River to Sandpiper Street in Macomb County (CS 50051 - JN 60444C). The authorization term remains unchanged, August 23, 2005, through April 4, 2010. The revised authorization amount will be \$495,456.49. The contract term is April 5, 2005, through April 4, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The project requires additional design work to comply with ADA requirements for sidewalks and ramps. Additional survey and design work is also needed to facilitate the changes to the plans due to the Federal Highway Administration (FHWA) recommendations for the scour critical bridges within the project limits. Moving forward without these changes to the plans could result in increased safety risks. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services to meet ADA requirements for sidewalk ramp design and additional hydraulic and structure survey services for M-3 northbound and southbound over the Clinton River to Sandpiper Street, Macomb County.

Benefit: Will provide for compliance with ADA requirements and will provide a safer pedestrian route. The performance of additional hydraulic and structure survey work will ensure a safe bridge design.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved, MDOT will not be in compliance with ADA requirements and federal funding could be jeopardized for future projects. Failure to obtain the additional survey information for the bridge could lead to faulty bridge design.

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: 48043.

24. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R3) under Contract (2005-0154) between MDOT and Spalding DeDecker Associates, Inc., will provide for the performance of additional design services for ramps on M-3 and will increase the authorization amount by \$84,402.60. The additional services will include survey and design work required to meet Americans with Disabilities Act (ADA) requirements for ramps. The original authorization provides for road design services to be performed for the rehabilitation of M-3 northbound for 3.23 miles from Remick Street to Sandpiper Street in the city of Mount Clemens and in Clinton Township, Macomb County (CS 50051 - JN 60445C). The authorization term remains unchanged, August 23, 2005, through April 4, 2010. The revised authorization amount will be \$309,049.79. The contract term is April 5, 2005, through April 4, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The project requires additional survey and design work to comply with new ADA requirements for ramps. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional survey and design services to meet new ADA requirements for sidewalks and ramps. Detail grade sheets will be required for hundreds of sidewalk ramps within the project limits.

Benefit: Will incorporate the new ADA requirements into this project to comply with new ADA requirements for sidewalks and ramps.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this revision is not approved and the work is not performed, MDOT will not be in compliance with new ADA requirements for ramps and federal funding could be jeopardized for future projects.

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

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

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

Zip Code: 48043.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2006-0062) between MDOT and Testing Engineers & Consultants, Inc., will provide for as-needed geotechnical and pavement investigation services to be performed for various projects within the Metro Region. The work items include soil boring, geotechnical investigation, soil classification, gradation analysis, permeability testing and Standard Penetration Testing (SPT), and preparation of test reports. The authorization will be in effect from the date of award through December 3, 2009. The authorization amount will be \$245,303.68. The contract term is December 4, 2006, through December 3, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Geotechnical and pavement investigation services are used during design and/or before construction to plan work items and determine necessary treatments. Without this soil and pavement information, there could be only conjecture regarding appropriate treatments, which could lead to additional costs and project delays. This work is necessary to meet the demands of the projects. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed geotechnical and pavement investigation services to be performed for various projects within the Metro Region. The work items include soil boring geotechnical investigation, soil classification, gradation analysis, permeability testing and SPT and preparation of test reports.

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

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

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

Risk Assessment: If these services are not authorized, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

26. HIGHWAYS - Time Extension

Amendatory Contract (2006-0189/A2) between MDOT and Tetra Tech of Michigan, P.C., will extend the contract term by approximately six months to provide sufficient time for the consultant to complete the design for the project. This project was delayed until 2010 because of funding issues. The original contract provides for the performance of road rehabilitation design services for the patching and overlay of eight miles of northbound and southbound US-24 (Telegraph Road) from 8 Mile Road to West Quarton Road in Oakland County (CS 63031 - JN 80916C, 84908C). The revised contract term will be May 30, 2006, through December 31, 2009. The contract amount remains unchanged at \$2,315,629.39. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The letting for this project was delayed from February 2008 until October 2009 due to budget constraints. The plan completion is now scheduled for April 2009. This time extension requires immediate approval for the project to meet the current schedule and to allow MDOT to let the project for construction in 2010.

Purpose/Business Case: To extend the contract term by approximately six months to provide sufficient time for the consultant to complete the design for the project. This project was delayed until 2010 because of funding issues. This project is included in MDOT's Five Year Plan.

Benefit: The time extension will give the consultant sufficient time to complete the design and final deliverables for the project and will allow the project to meet its new schedule.

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 consultant will be unable to complete the design services, which could result in higher oversight costs and increased costs for design services during construction.

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.

New Project Identification: This is not a new project.

Zip Code: 48034.

27. HIGHWAYS – IDS Engineering Services

Authorization (Z15) under Contract (2006-0296) between MDOT and Alfred Benesch & Company will provide for the performance of design services for the capital preventive maintenance (CPM) cold milling and resurfacing work and Americans with Disabilities Act (ADA) compliant sidewalk and ramp construction along M-102 from Harper Avenue to M-53 in Macomb and Oakland Counties (CSs 82143 and 82144 – JN 100974). The work items include the design for the concrete curb and gutter removal and replacement, crown and super-elevation modifications, and installation and/or reconstruction of sidewalk ramps at all sidewalk street intersections to current standards. (Approximately 400 ramps are included in this project.) The authorization will be in effect from the date of award through May 2, 2009. The authorization amount will be \$418,487.19. The contract term is May 3, 2006, through May 2, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: M-102 is a major east/west arterial roadway with high traffic volumes. The recommended fix of milling and resurfacing is the best and most economical treatment to ensure additional service life. If the work is not performed at this time, the roadway will deteriorate to the point where major rehabilitation or reconstruction will be the only alternative.

Purpose/Business Case: To provide for the performance of design services for the CPM cold milling and resurfacing work and ADA compliant sidewalk and ramp construction along M-102 from Harper Avenue to M-53. The existing pavement is in poor condition, and the existing sidewalk ramps do not meet current ADA standards.

Benefit: This project will improve the condition and ride of the pavement and the safety of the roadway and will reduce the long-term maintenance costs for the area. MDOT will be in compliance with new ADA requirements for sidewalks and ramps.

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 has been estimated.

Risk Assessment: If this authorization is not approved and the milling and resurfacing work is not performed, alternate repairs and additional maintenance would be necessary and the costs would be greater. Alternate repairs and additional maintenance would also result in traffic disruptions, user delays, and decreased mobility. MDOT would not be in compliance with ADA requirements for sidewalks and ramps, and federal funding could be jeopardized for future 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: Qualification-based.

New Project Identification: This is not a new project.

Zip Code: 48206.

28. HIGHWAYS – IDS Engineering Services

Authorization (Z16) under Contract (2006-0296) between MDOT and Alfred Benesch & Company will provide for the performance of design services for the capital preventive maintenance cold milling and bituminous resurfacing work on the mainline, all acceleration/deceleration lanes, and all crossovers along M-102 between M-53 and M-10 in Oakland, Macomb, and Wayne Counties (CSs 82142 and 82143 – JN 100975). The work items will include the design for the concrete curb and gutter removal and replacement, crown and super-elevation modifications, and installation and/or reconstruction of sidewalk ramps at all sidewalk street intersections to current standards. (Approximately 400 ramps are included in this project.) The authorization will be in effect from the date of award through May 2, 2009. The authorization amount will be \$715,903.96. The contract term is May 3, 2006, through May 2, 2009. Source of Funds: 81.5% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: M-102 is a major east/west arterial roadway with high traffic volumes. Milling and resurfacing is the best and most economical treatment to ensure additional service life. If the work is not performed at this time, the roadway will deteriorate to the point where major rehabilitation or reconstruction will be the only alternative.

Purpose/Business Case: To provide for the performance of design services for the CPM cold milling and bituminous resurfacing work on the mainline, acceleration/deceleration lanes, and crossovers along M-102 between M-53 and M-10. The existing pavement is in poor condition, and the existing sidewalk ramps do not meet current ADA standards.

Benefit: This project will improve the condition and ride of the pavement and the safety of the roadway and will reduce the long-term maintenance costs for the area. MDOT will be in compliance with new ADA requirements.

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 has been estimated.

Risk Assessment: If this authorization is not approved and the milling and resurfacing work is not performed, alternate repairs and additional maintenance would be necessary and the costs would be greater. Alternate repairs and additional maintenance would also result in traffic disruptions, user delays, and decreased mobility. MDOT would not be in compliance with ADA requirements, and federal funding could be jeopardized for future 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: Qualification-based.

New Project Identification: This is not a new project.

Zip Code: 48206.

29. HIGHWAYS - IDS Intelligent Transportation System Services

Authorization (Z2) under Contract (2006-0329) between MDOT and Kimley-Horn of Michigan, Inc., will provide for the development of a Road Weather Information System plan for the North and Grand Regions and a Concept of Operations document for new traffic management centers in the Superior, North, and University Regions (CS 84900 - JN 88065). The authorization will be in effect from the date of award through February 6, 2010. The authorization amount will be \$499,952.39. The contract term is February 7, 2007, through February 6, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The 2010-2012 Intelligent Transportation System (ITS) deployment plan includes the building of traffic management centers across the state and the expansion of weather information systems in the North and Grand Regions to improve maintenance and traffic safety. This preliminary planning study will help to determine the preliminary design for the traffic management centers, to meet FHWA requirements for the ITS Systems Engineering process (and for using federal funds for deployment), and to ensure that project implementation remains on schedule.

Purpose/Business Case: In order to appropriately design the traffic management centers, it is necessary to evaluate the needs and operational characteristics of and the services provided by traffic management centers in the Superior and North Regions and in Lansing. Stakeholder meetings and site reviews will be needed to determine the appropriate locations and to develop an implementation prioritization plan for the traffic management centers.

Benefit: Will support the expansion of the ITS program by defining the needs of the program, developing statewide standards for hardware, and identifying the types of services to be provided.

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: Effective traffic management, including daily operations, occurs at the local level (with statewide monitoring and oversight). If this authorization is not approved and the project is not undertaken, local offices would be denied the support tools necessary to operate effectively.

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: 48909.

30. HIGHWAYS - IDS University Research Services

Authorization (Z14) under Contract (2006-0414) between MDOT and Michigan Technological University will provide for the identification of five to ten potential sites in southern Michigan for the Michigan Vehicle Infrastructure Integration (VII) test facility and for the development of conceptual test site layouts and preliminary cost estimates for each of the final sites (CS 84900 - JN 88065). The authorization will be in effect from the date of award through July 12, 2009. The authorization amount will be \$96,376. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This project will support the development of the VII Program by identifying the needs of the facility and the sites that could best host the facility. One of the competitive advantages other states have over Michigan is a dedicated test facility. Adding a dedicated test facility in Michigan will enhance VII development in the state and help to keep VII work in Michigan.

Purpose/Business Case: The information gathered from the site search will be used by MDOT and the Michigan Economic Development Corporation to work with Michigan universities to develop a consortium to bring funding to Michigan to build the facility.

Benefit: This work will support the development of the VII Program. There is a significant opportunity for job growth and economic development for states that take active roles in the VII national program. The advancement of VII is intended to improve safety and mobility on Michigan roadways.

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: There is a significant opportunity for job growth and economic development for states that take active roles in the VII national program. If this authorization is not approved, MDOT could lose an opportunity to create local jobs in Michigan and to improve safety and mobility on Michigan roadways.

Cost Reduction: Costs in professional services contracts are based on an actual cost 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.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2007-0321) between MDOT and G2 Consulting Group, LLC, will provide for as-needed geotechnical and pavement investigation services to be performed for various projects within the Metro Region. The work items include soil boring, geotechnical investigation, soil classification, gradation analysis, permeability testing and Standard Penetration Testing (SPT), and preparation of test reports. The authorization will be in effect from the date of award through November 15, 2009. The authorization amount will be \$250,000. The contract term is November 14, 2006, through November 15, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Geotechnical and pavement investigation services are used during design and/or before construction to plan work items and determine necessary treatments. Without this soil and pavement information, there could be only conjecture regarding appropriate treatments, which could lead to additional costs and project delays. This work is necessary to meet the demands of the projects. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed geotechnical and pavement investigation services to be performed for various projects within the Metro Region. The work items include soil boring, geotechnical investigation, soil classification, gradation analysis, permeability testing and SPT and preparation of test reports.

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

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

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

Risk Assessment: If these services are not authorized, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2007-0460) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed geotechnical and pavement investigation services to be performed for various projects within the Metro Region. The work items include soil boring, geotechnical investigation, soil classification, gradation analysis, permeability testing and Standard Penetration Testing (SPT), and preparation of test reports. The authorization will be in effect from the date of award through March 26, 2010. The authorization amount will be \$249,883.39. The contract term is March 27, 2007, through March 26, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Geotechnical and pavement investigation services are used during design and/or before construction to plan work items and determine necessary treatments. Without this soil and pavement information, there could be only conjecture regarding appropriate treatments, which could lead to additional costs and project delays. This work is necessary to meet the demands of the projects. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed geotechnical and pavement investigation services to be performed for various projects within the Metro Region. The work items include soil boring, geotechnical investigation, soil classification, gradation analysis, permeability testing and SPT and preparation of test reports.

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

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

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

Risk Assessment: If these services are not authorized, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2007-0587) between MDOT and HNTB Michigan, Inc., will provide for the development of an Intelligent Transportation Systems (ITS) plan for the I-96 corridor from I-69 to the Livingston/Oakland county line, including alternate corridors (CS 84916 – JN 88138). The work items will include planning, design, operations during construction, and maintenance of the ITS. The authorization will be in effect from the date of award through June 18, 2010. The authorization amount will be \$200,000. The contract term is June 19, 2007, through June 18, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: It is critical to coordinate this project with a reconstruction project between Brighton and the Oakland county line that will start in spring 2009 in order to minimize traffic disruptions and safety risks. For this reason, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the development of an ITS plan for the I-96 corridor from approximately I-69 to the Livingston/Oakland county line, including alternate corridors; the system will connect to the existing system on I-96 in the Detroit area.

Benefit: The Concept of Operations document will identify the types of services to be provided, define the needs of the program, and provide for the development of statewide standards for hardware. The ITS will improve safety by reducing secondary collisions on the highway by preparing drivers for highway backups due to traffic accidents.

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

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

Risk Assessment: If this authorization is not approved at this time and the services are not performed in 2008, a system will not be in place by spring 2009 for the maintenance of traffic for the pavement reconstruction project between Brighton and the Oakland county line.

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: 48114.

34. *HIGHWAYS - Design Consultant Services

Contract (2007-0666) between MDOT and Tetra Tech of Michigan, P.C., will provide for the rehabilitation design of M-8 from Oakland Avenue to Conant Street in the cities of Highland Park and Detroit, Wayne County. The design of M-8 from Oakland Avenue to Joseph Campau Street in Highland Park and Detroit will provide for milling and resurfacing services. The design of M-8 from Joseph Campau Street to Conant Street in Detroit will provide for full reconstruction services. The work items for the entire project include design services for grading and earthwork, concrete barrier and concrete valley gutter upgrades, shoulder upgrades, geometric improvements, crown and superelevation modifications, and existing underclearance improvements. The total project length is 1.432 miles. The contract will be in effect from the date of award through July 1, 2010. The contract amount will be \$1,396,758.41. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: M-8 is a major roadway within the cities of Highland Park and Detroit with high traffic volumes. Poor roadway conditions and poor geometrics have led to a high volume of accidents. The roadway will continue to deteriorate and experience high accident volumes if this work is not performed at this time.

Purpose/Business Case: The freeway portion of M-8 was originally planned to extend further east. However, the extension was never constructed, and a temporary roadway built for construction access was left as the final operating roadway. This has led to a high accident concentration at the eastern end of the M-8 trunkline where it transitions to Davison Street in the city of Detroit. A combination of resurfacing and reconstruction is the best and most economical treatment to ensure additional service life and resolve safety issues. The roadway consists of four lanes in each direction separated by a substandard median, which will be upgraded as part of the project. This project will improve safety and ride quality.

Benefit: This project will improve the condition and ride of the pavement and the safety of the roadway and will reduce the long-term maintenance costs for the area.

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 work is not approved and undertaken, known safety hazards will continue to increase in severity. The costs of performing a combination of alternate repairs and additional maintenance would be greater and would result in increased user delays and decreased mobility.

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.

Selections: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48212.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for the performance of design services for the resurfacing and rehabilitation of 1.4 miles of M-50/M-99 from Kimbark Avenue to Hallawood Drive in Eaton County (CS 23051 - JN 79757C). The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$155,714.57. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This project will provide for improvements in pavement condition and roadway drainage, which will result in a safer roadway. Approval of the design services at this time will allow the design phase to commence in late November 2007 and will allow the construction services to be let in March 2009, as scheduled. This project cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design services for the resurfacing and rehabilitation of 1.4 miles of M-50/M-99 from Kimbark Avenue to Hallawood Drive in Eaton County.

Benefit: This project will provide for improvements in pavement condition and roadway drainage, which will result in improved safety for motorists and pedestrians.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this authorization is not approved and the services are not performed, the pavement will continue to deteriorate and the roadway will continue to drain poorly, which will increase safety risks for motorists and pedestrians.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48827.

36. HIGHWAYS – IDS Intelligent Transportation System Services

Authorization (Z3) under Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for the development of a complete design package for the interior of the Michigan Intelligent Transportation System (MITS) Center. The work will include a detailed analysis of ITS requirements, an analysis of space and functional needs, and the development of conceptual alternatives for the MITS Center control room interior functional layout. The authorization will be in effect from the date of award through September 30, 2010. The authorization amount will be \$249,000. The contract term is October 2, 2007, through September 30, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The Michigan Department of Management and Budget (DMB) is building a new transportation facility in Detroit. MDOT will work with the consultant and DMB's architect on the planning and design for the MITS Center interior to ensure that functional requirements are met and the best and most efficient design is provided. DMB is ready to move forward, and this part of the project work needs to be completed as soon as possible for the project to proceed. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the development of a design package for the interior of the MITS Center. The design package will consist of planning, identification of functional requirements for the MITS Center, facility design for the MITS Center, ITS functional design, and a deployment plan.

Benefit: The services will ensure that functional requirements are met and that the design provided is the best and most efficient to support MDOT's delivery of ITS services for the timely provision of information to drivers and responders for improved roadway safety.

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

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

Risk Assessment: If this authorization is not approved and the work is not performed, MDOT will lose the opportunity to develop the most functional and efficient design for the interior of the new transportation facility to support MDOT's delivery of ITS services for improved roadway safety.

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

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48075.

37. *HIGHWAYS - Construction Engineering Services

Contract (2007-0860) between MDOT and Non-Destructive Testing Services, Inc., will provide for the performance of as-needed specialty services for fabrication inspection for bridges and appurtenant structures, corresponding field duties, technical consulting, and testing related to the work. The work items will include traveling to in-state and out-of-state fabrication shops to conduct on-site inspections. The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$6,000,000. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA (Title 23 CFR, Part 637) requires state highway agencies to provide quality assurance inspection during the construction phase of projects in order to receive funding for highway projects. The MDOT 2003 Standard Specifications for Construction requires quality assurance inspections to be performed on all major structural components, in accordance with the MDOT Materials Source Sampling Guide, which references the MDOT Quality Assurance Procedures Manual.

Purpose/Business Case: To provide for the performance of specialty services for fabrication inspection for bridges and appurtenant structures, corresponding field duties, technical consulting, and testing related to the work. The work items will include traveling to in-state and out-of-state fabrication shops to conduct on-site inspections.

Benefit: MDOT will comply with FHWA construction regulations and MDOT standard specifications.

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

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

Risk Assessment: If this contract is not approved, federal funding will be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: The services will be provided for both new and old projects.

Zip Code: 48909.

38. *HIGHWAYS - Construction Engineering Services

Contract (2007-0861) between MDOT and Robert W. Hunt Company will provide for the performance of as-needed specialty services for fabrication inspection for bridges and appurtenant structures, corresponding field duties, technical consulting, and testing related to the work. The work items will include traveling to in-state and out-of-state fabrication shops to conduct on-site inspections. The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$1,000,000. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA (Title 23 CFR, Part 637) requires state highway agencies to provide quality assurance inspection during the construction phase of projects in order to receive funding for highway projects. The MDOT 2003 Standard Specifications for Construction requires quality assurance inspections to be performed on all major structural components, in accordance with the MDOT Materials Source Sampling Guide, which references the MDOT Quality Assurance Procedures Manual.

Purpose/Business Case: To provide for the performance of specialty services for fabrication inspection for bridges and appurtenant structures, corresponding field duties, technical consulting, and testing related to the work. The work items will include traveling to in-state and out-of-state fabrication shops to conduct on-site inspections.

Benefit: MDOT will comply with FHWA construction regulations and MDOT standard specifications.

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

* Denotes a non-standard contract/amendment

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

Risk Assessment: If this contract is not approved, federal funding will be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: The services will be provided for both new and old projects.

Zip Code: 48909.

39. *HIGHWAYS - Construction Engineering Services

Contract (2007-0862) between MDOT and Materials Testing Consultants, Inc., will provide for the performance of as-needed specialty services for fabrication inspection for bridges and appurtenant structures, corresponding field duties, technical consulting, and testing related to the work. The work items will include traveling to in-state and out-of-state fabrication shops to conduct on-site inspections. The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$500,000. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA (Title 23 CFR, Part 637) requires state highway agencies to provide quality assurance inspection during the construction phase of projects in order to receive funding for highway projects. The MDOT 2003 Standard Specifications for Construction requires quality assurance inspections to be performed on all major structural components, in accordance with the MDOT Materials Source Sampling Guide, which references the MDOT Quality Assurance Procedures Manual.

Purpose/Business Case: To provide for the performance of specialty services for fabrication inspection for bridges and appurtenant structures, corresponding field duties, technical consulting, and testing related to the work. The work items will include traveling to in-state and out-of-state fabrication shops to conduct on-site inspections.

Benefit: MDOT will comply with FHWA construction regulations and MDOT standard specifications.

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

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

Risk Assessment: If this contract is not approved, federal funding will be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: The services will be provided for both new and old projects.

Zip Code: 48909.

40. *HIGHWAYS - Construction Engineering Services

Contract (2007-0863) between MDOT and KTA-Tator, Inc., will provide for the performance of as-needed specialty services for fabrication inspection for bridges and appurtenant (miscellaneous) structures, corresponding field duties, technical consulting, and testing related to the work. The work items will include traveling to in-state and out-of-state fabrication shops to conduct on-site inspections. The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$500,000. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The FHWA (Title 23 CFR, Part 637) requires state highway agencies to provide quality assurance inspection during the construction phase of projects in order to receive funding for highway projects. The MDOT 2003 Standard Specifications for Construction requires quality assurance inspections to be performed on all major structural components, in accordance with the MDOT Materials Source Sampling Guide, which references the MDOT Quality Assurance Procedures Manual.

Purpose/Business Case: To provide for the performance of specialty services for fabrication inspection for bridges and appurtenant structures, corresponding field duties, technical consulting, and testing related to the work. The work items will include traveling to in-state and out-of-state fabrication shops to conduct on-site inspections.

Benefit: MDOT will comply with FHWA construction regulations and MDOT standard specifications.

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

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

Risk Assessment: If this contract is not approved, federal funding will be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: The services will be provided for both new and old projects.

Zip Code: 48909.

41. HIGHWAYS – Master Contract for Future Highway Projects Including Railroads

Contract (2007-5242) between MDOT and Indiana & Ohio Railroad Company will set forth the requirements and obligations of the parties as they relate to future highway transportation projects statewide.

A separate authorization will be written for each project that will define the scope of work and funding.

This master contract contains no funding.

Criticality: Implementation of the master contract will greatly expedite the railroad's approval time needed for future highway projects.

Purpose/Business Case: To establish the terms and conditions for future railroad work statewide (at-grade crossings and grade separations) associated with highway projects involving a new railroad operating in Michigan.

Benefit: To ensure timely delivery of highway projects.

Funding Source: Various federal and state funding sources.

Commitment Level: Varies depending on project.

Risk Assessment: Potential delays in the award of MDOT and local agency projects.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: Modification and possible new construction of railroad facilities.

Zip Code: 48909.

42. *HIGHWAYS - Design Engineering Services

Contract (2008-0025) between MDOT and Alfred Benesch & Company will provide for design services to be performed for the rehabilitation of I-196 from 71st Street to 118th Avenue in Allegan County (CS 03033 - JN 75215C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, and permanent signing plans; performing surveys; and solving any problems that may arise during the design of the project. The contract will be in effect from the date of award through February 28, 2010. The contract amount will be \$1,076,702.65. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: In the past three years there have been over a thousand crashes within the limits of the project, many of which were slide-off crashes that can be attributed to the low friction of the existing pavement surface. This contract is for the design of a major rehabilitation project that will mitigate the poor condition of the pavement in a 2010 construction project. Delay of the design would delay the construction of the project. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation of I-196 from 71st Street to 118th Avenue, Allegan County.

Benefit: Will improve pavement conditions, enhance public safety, and provide a safer and more efficient roadway.

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

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

Risk Assessment: If this contract is not approved, this portion of the corridor may not be built using the most efficient and safe design possible, and the strategy to improve the existing system and meet statewide condition goals could be jeopardized.

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

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49090.

43. HIGHWAYS - IDS Engineering Services

Contract (2008-0027) between MDOT and RS Engineering, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

44. HIGHWAYS - IDS Engineering Services

Contract (2008-0028) between MDOT and Fleis & VandenBrink Engineering, 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.

45. HIGHWAYS - IDS Engineering Services

Contract (2008-0029) between MDOT and L.S. Engineering, 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.

46. *HIGHWAYS - Design Engineering Services

Contract (2008-0047) between MDOT and Advanced Underground Inspection, LLC, will provide for design services to be performed for the cleaning and video recording of culverts below I-94 from 11 Mile Road to 17 ½ Mile Road, Calhoun County (CS 13082 - JN 74956C). The work items include providing a summary report identifying culvert locations, sizes, lengths, construction materials, general conditions, and types of defects/deformities and giving an explanation of difficulties encountered. The contract will be in effect from the date of award through May 31, 2008. The contract amount will be \$61,712.38. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: MDOT needs to assess if existing culverts should be repaired/replaced as part of or prior to the project. This contract is to aid in the design of a major rehabilitation project that will mitigate the poor condition of the pavement. Delay of the design would delay the construction of the project. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the cleaning and video recording of culverts below I-94 from 11 Mile Road to 17 ½ Mile Road, Calhoun County.

Benefit: MDOT will be able to make necessary corrections in a timely manner and with less disruptions to motorists.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If this contract is not approved and the work is not performed, culverts in poor condition could remain in place during construction and fail at a later date, requiring emergency repair measures.

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: Low bid.

New Project Identification: This is not a new project.

Zip Code: 48068.

47. *HIGHWAYS – Development of Roadside Vegetation Management Manual

Contract (2008-0054) between MDOT and DLZ Michigan, Inc., will provide for the development of a Roadside Vegetation Management Manual for use by MDOT in conjunction with highway construction projects. The services will also include the conduct of implementation workshops to provide guidance on how the information in the manual is to be applied to the development and maintenance of roadside vegetation throughout the state. The contract will be in effect from the date of award through December 7, 2009. The contract amount will be \$194,605. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Decisions regarding roadside vegetation management are currently based on various MDOT guidance documents and policy statements, staff experience, and site specific conditions. The expertise of the selected consultant is needed to compile existing MDOT information and to augment this with current best practices from other departments of transportation and agriculture, environmental agencies, and academia to establish a framework for future decisions in this area.

Purpose/Business Case: To provide for the development of a Roadside Vegetation Management Manual for use by MDOT in conjunction with highway construction projects. The services will include the conduct of implementation workshops to provide guidance on how the information in the manual is to be applied to the development and maintenance of roadside vegetation throughout the state.

Benefit: The manual will facilitate MDOT compliance with various statutes and new permit requirements and will provide for consistency in the development and maintenance of roadside vegetation throughout the state. Contracting for this service will allow the manual to be developed in a timely manner with input from MDOT staff, other stakeholders, and vegetation management experts.

Funding Source: 100% State Restricted Trunkline Funds.

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

Risk Assessment: If the manual is not developed, the current decision-making process, with its inherent inconsistencies, will continue. This could result in higher roadside vegetation maintenance costs for MDOT.

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

Selection: Best value.

New Project Identification: This is a new project.

Zip Code: 48909.

48. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2008-0049) between MDOT and Fast Track Appraisals, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division 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. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z6/R4) under Master Agreement (2002-0023) between MDOT and the Cadillac/Wexford Transit Authority (CWTA) will change the facility expansion line item to facility construction and will extend the authorization term by one year to provide sufficient time for CWTA to complete the project. This project was delayed while CWTA explored the possibility of securing property and funding for a new facility. CWTA has now secured property for a new transit facility and selected an architecture and engineering firm, and work will start on the new facility as soon as the third-party contract is approved. The original authorization provides state matching funds for CWTA's FY 2003 Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be November 25, 2003, through November 24, 2008. The authorization amount remains unchanged at \$150,750. 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 - \$120,600; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$30,150.

Criticality: This revision will allow CWTA to continue with the construction of a new transit facility, which will create construction jobs in Wexford County.

Purpose/Business Case: To change the facility expansion line item to facility construction and to extend the authorization term by one year to provide sufficient time for CWTA to complete the construction of the facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$120,600; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$30,150.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49601.

50. PASSENGER TRANSPORTATION – Section 5311 Program

Project Authorization Revision (Z5/R2) under Master Agreement (2002-0065) between MDOT and the City of Marshall will renew the authorization and extend the authorization term by approximately ten months to provide sufficient time for the City to complete the project. The purchase of new software and office equipment was delayed until the selected vendor was available to install and test the new equipment. As the selected vendor is now available, the extension is being requested to provide sufficient time for the city to complete the purchase and installation of the new software and office equipment. The original authorization provides state matching funds for the city's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be from September 14, 2004, through September 13, 2007, and from the date of award of this revision through September 13, 2008. No costs will be incurred between the expiration date of the original authorization and the date of award of this revision. The authorization amount remains unchanged at \$85,000. 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 - \$68,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$17,000.

Criticality: Approval at this time is critical to allow the City of Marshall to continue with the procurement of dispatching and office equipment needed to ensure passenger safety and efficient operations.

Purpose/Business Case: To provide for the renewal and extension of the authorization term by approximately ten months to provide sufficient time for the City of Marshall to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$68,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$17,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49068.

51. PASSENGER TRANSPORTATION - Section 5313(b) Program

Project Authorization Revision (Z12/R1) under Master Agreement (2002-0072) between MDOT and the Muskegon County Board of Commissioners will extend the authorization term by two years to provide sufficient time for the county to complete the project. The project was initially delayed due to the project manager (the director of workforce development for the county) having a serious illness over the past year, during which time the project did not move forward. The project was further delayed as a result of the suspension of the grant in response to the 2007 Executive Directives and revenue shortfalls to the Comprehensive Transportation Fund. The original authorization provides state matching funds for the County's FY 2005 Federal Section 5313(b) State Planning and Research Program grant for the development of transportation solutions to meet employer needs for a mobile and diversified workforce in Muskegon County. The revised authorization term will be from February 10, 2005, through February 9, 2010. The authorization amount remains unchanged at \$50,000. 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 - \$40,000; County of Muskegon Funds - \$10,000.

Criticality: Approval of this revision at this time is critical to allow implementation of the employer support program to serve the Muskegon County community.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for the county to complete the project.

Benefit: Improved transportation services.

Funding Source: FTA Funds - \$40,000; County of Muskegon Funds - \$10,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49444.

52. PASSENGER TRANSPORTATION – Section 5309 Program

Project Authorization Revision (Z14/R1) under Master Agreement (2002-0079) between MDOT and the Otsego County Board of Commissioners will extend the authorization term by six months to provide sufficient time for the county to complete the purchase of medium sized buses. Delivery of the buses by the vendor has been delayed due to an unanticipated delay in chassis availability. Delivery of the buses is anticipated for early spring of 2008. The original authorization provides state matching funds for the county's FY 2004 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from January 27, 2005, through July 26, 2008. The authorization amount remains unchanged at \$40,202. 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 - \$32,162; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,040.

Criticality: Approval of this revision is critical to ensure the completion of the purchase of buses to maintain a safe operating fleet and current service levels for the county's customers.

Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for the county to complete the purchase of buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$32,162; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,040.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49725.

53. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z3/R3) under Master Agreement (2002-0083) between MDOT and the Sanilac County Board of Commissioners will extend the authorization term by one year to provide sufficient time for the County to complete the project. The approval of the third-party agreement for the construction project manager took longer than anticipated, which caused a delay in the architectural and engineering portion of the project. The project was delayed earlier due to a lack of funding. The County has now hired an independent professional construction project manager to oversee the design and construction phases of the project, and has acquired sufficient funding to proceed with the facility construction, which will be completed by the summer of 2008. The original authorization provides state matching funds for the County's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be February 19, 2003, through February 18, 2009. The authorization amount remains unchanged at \$175,000. 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 - \$140,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$35,000.

Criticality: Approval of this revision is critical because the County lacks the in-house expertise to manage the design and construction phases of the project. This authorization will provide construction oversight to match the actual construction period.

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

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$140,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$35,000.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48419.

54. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z7/R2) under Master Agreement (2002-0083) between MDOT and the Sanilac County Board of Commissioners will extend the authorization term by one year to provide sufficient time for the County to complete the facility construction project. The project was delayed because the County needed more time than was anticipated to acquire additional funding for the facility construction work. The County anticipates initiating construction this calendar year and completing the project by the summer of 2008. The original authorization provides state matching funds for the County's FY 2004 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be February 11, 2005, through February 10, 2009. The authorization amount remains unchanged at \$121,360. 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 - \$97,088; FY 2002 State Restricted Comprehensive Transportation Funds - \$24,272.

Criticality: Approval of this revision is critical because the funding available under this authorization is a critical portion of the total funding needed to construct a transportation facility for Sanilac County.

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

Benefit: Increased efficiency through an improved transportation infrastructure.

Funding Source: FTA Funds - \$97,088; FY 2002 State Restricted Comprehensive Transportation Funds - \$24,272.

Commitment Level: Authorization amount is based on cost estimates.

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

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

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48419.

55. *TRANSPORTATION PLANNING – Renewal/Extension

Amendatory Contract (2005-0040/A1) between MDOT and the Traffic Improvement Association of Oakland County will renew the contract and extend the contract term by approximately 34 months, will provide for the conduct of additional mature driver workshops, and will increase the contract amount by \$129,000. The original contract, which expired on September 30, 2007, provided for mature driver workshops to be conducted statewide to enhance the safety of the transportation system. The revised contract term will be from January 19, 2005, through September 30, 2007, and from the date of award of this amendment through September 30, 2010. No costs will be incurred between the expiration date of the original contract and the date of award of this amendment. The revised contract amount will be \$258,000. Source of Funds: Federal Highway Administration Funds - \$206,400; State Restricted Trunkline Funds - \$51,600.

Criticality: MDOT is one of seven public and private agencies providing funding for the mature driver workshops. The workshops are provided statewide to enhance the safety of the transportation system. The workshops are designed to assist mature drivers in evaluating their driving skills and improving their driving strategies so that they can drive more safely.

Purpose/Business Case: To provide for the conduct of additional mature driver workshops. The purpose of the workshops is to enhance the safety of the transportation system. People 55 and older make up the fastest growing segment of the population. Between 2000 and 2025, the population of that age group is projected to increase from just fewer than 2 million to over 3.5 million. The expected increases in driving by the mature drivers pose serious highway safety issues.

Benefit: The workshops provide a driving skills tune-up for mature drivers. As bodies change with the aging process, drivers need to compensate for these changes. Students are evaluated in areas such as brake reaction time, visual acuity, depth perception, and useful field of vision. The program also includes a rehabilitation component.

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

Commitment Level: MDOT is one of seven agencies providing financial support, and MDOT's costs are fixed.

Risk Assessment: If this amendment is not approved and the workshops are not conducted, MDOT will lose an opportunity to provide education to mature drivers to improve their driving strategies and enhance the safety of the transportation system. The program recognizes the importance of the independence that driving brings to the older driver, the correlation between losing the right to drive and the deterioration of the quality of life of the senior, and the need to have safe drivers on the road.

Cost Reduction: The agency providing the service is a public-private non-profit entity. The cost estimate is based on the actual costs of previous workshops.

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

New Project Identification: This is not a new project.

Zip Code: 48320.

56. TRANSPORTATION PLANNING - IDS RoadSoft Training Program

Authorization (Z5) under Contract (2007-0339) between MDOT, on behalf of the Transportation Asset Management Council (TAMC), and Michigan Technological University (MTU) will provide for asset management training for local road agencies. The authorization will be in effect from January 1, 2008, through December 31, 2008. The authorization amount will be \$124,242.34. The contract term is January 1, 2007, through December 31, 2009. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Criticality: MCL 247.659a requires the use of asset management by road agencies in Michigan. This authorization will provide asset management training for local road agencies, which is a critical activity of the TAMC.

Purpose/Business Case: To comply with MCL 247.659a, which requires the use of asset management by road agencies in Michigan. This authorization will provide asset management training for local road agencies. This is a critical activity of the TAMC.

Benefit: Will provide training to local road agencies on asset management principles and their practical application.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: The authorization is for a fixed amount not to exceed \$124,242.34.

Risk Assessment: If the authorization is not approved, the local agencies would need to find other means of learning the principles of asset management.

Cost Reduction: The cost was reviewed by the TAMC for appropriateness and cost reductions. Costs for 2008 reflect a more comprehensive and aggressive training program targeting a wider audience among local officials.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49931.

Purpose/Business Case: This project is supported by three funding programs: MDOT's Bridge Preservation Program, The Traffic and Safety Program, and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. 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. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

Funding Source:

59295A		
AT&T		0.91 %
City of Detroit		0.54 %
Federal Highway Administration Funds		89.18 %
State Restricted Trunkline Funds		9.37 %
59296A		
AT&T		0.03 %
Detroit Edison		0.03 %
City of Detroit		1.03 %
Federal Highway Administration Funds		89.94 %
Michigan Consolidated Gas		0.01 %
State Restricted Trunkline Funds		8.96 %
59297A		
AT&T		0.15 %
City of Detroit		0.63 %
Federal Highway Administration Funds		89.86 %
Michigan Consolidated Gas		0.01 %
State Restricted Trunkline Funds		9.35 %
79138A		
Federal Highway Administration Funds		90.00 %
State Restricted Trunkline Funds		10.00 %
83123A		
Federal Highway Administration Funds		100 %
84015A		
State Restricted Trunkline Funds		100 %
88835A		
Federal Highway Administration Funds		90.00 %
State Restricted Trunkline Funds		10.00 %

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

Risk Assessment: Deterioration of the existing State trunkline bridges and concrete structures surrounding the project area increase the risk of injury/accidents to the motoring public as well as increase vehicle repairs and road construction maintenance costs.

60. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711020
 PROJECT STT 75052-100476
 LOCAL AGRMT.
 START DATE - JUNE 02, 2008
 COMPLETION DATE - JULY 11, 2008

	ENG. EST.	LOW BID
	\$ 649,875.11	\$ 561,233.69
	% OVER/UNDER EST.	
	-13.64 %	

11.26 mi of overband crack fill and double chip seal on M-77 from north of M-28 northerly to north of County Road 451, Schoolcraft County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, LLC.	\$ 561,233.69	Same	1 **
Superior Chip Sealing & Maintenance	\$ 616,885.01	Same	2
Michigan Pavement Solutions LLC	\$ 621,863.33	Same	3
Scott Transportation, Inc.	\$ 624,836.01	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. 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:

100476A	
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: 49883.

61. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711021
 PROJECT STT 72023-90232
 LOCAL AGRMT.
 START DATE - JULY 14, 2008
 COMPLETION DATE - AUGUST 08, 2008

ENG. EST.	LOW BID
\$ 289,505.13	\$ 238,284.00
	% OVER/UNDER EST.
	-17.69 %

5.66 mi of overband crack filling and single chip seal on M-55 from Kelly Street easterly to west of Old M-55, Roscommon County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Highway Maintenance and Const. Co.	\$ 238,284.00	Same	1 **
Fahrner Asphalt Sealers, LLC.	\$ 248,204.60	Same	2
Superior Chip Sealing & Maintenance	\$ 248,438.00	Same	3
Michigan Pavement Solutions LLC	\$ 263,667.00	Same	4
Scott Transportation, 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 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:

90232A

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: 48651.

62. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711025
 PROJECT STT 05051-90185
 LOCAL AGRMT.
 START DATE - JUNE 09, 2008
 COMPLETION DATE - AUGUST 01, 2008

ENG. EST.
 \$ 479,183.09

LOW BID
 \$ 418,590.55

% OVER/UNDER EST.
 -12.65 %

6.23 mi of hot mix asphalt cold milling and resurfacing on M-66 from north of Old State Road northerly to M-32 in the city of East Jordan, Antrim and Charlevoix Counties. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 418,590.55	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 447,610.91	Same	2
Elmer's Crane & Dozer, Inc.	\$ 626,066.21	Same	3

3 Bidders

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

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

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

Funding Source:

90185A

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: 49727.

65. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711030
 PROJECT STT 73021-100123
 LOCAL AGRMT.
 START DATE - JUNE 23, 2008
 COMPLETION DATE - AUGUST 15, 2008

ENG. EST.
 \$ 1,496,804.69

LOW BID
 \$ 1,493,382.84

% OVER/UNDER EST.
 -0.23 %

2.00 mi of concrete joint repairs and joint and crack sealing on M-57 from Stuart Road easterly to Gasper Road and on M-54 from Dixie Highway easterly to Gera Road, Saginaw County.

A 2008 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 1,493,382.84	Same	1 **
Kelcris Corporation	\$ 1,625,226.16	Same	2
Causie Contracting, Inc.	\$ 1,710,036.08	Same	3
Snowden, Inc.	\$ 1,721,463.73	Same	4
Six-S, Inc.	\$ 1,779,272.56	Same	5
Florence Cement Company	\$ 1,787,807.38	Same	6
L Squared Construction, LLC.			
Saginaw Asphalt Paving Company			

6 Bidders

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

100123A	
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.

77. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711050
 PROJECT NH 30071-80349, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2008

ENG. EST. LOW BID
 \$ 1,009,146.68 \$ 869,225.44

% OVER/UNDER EST.
 -13.87 %

Deep concrete overlay, full painting of structural steel, substructure concrete patching and scour countermeasures on US-127 over Bean Creek, Lenawee County. This project includes a 2 year bridge painting warranty.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 869,225.44	Same	1 **
J. Slagter & Son Construction Co.	\$ 903,005.05	Same	2
Anlaan Corporation	\$ 926,006.08	Same	3
Midwest Bridge Company	\$ 985,916.31	Same	4
Davis Construction, Inc.	\$ 995,642.48	Same	5
Posen Construction, Inc.	\$ 1,027,867.72	Same	6
L.W. Lamb, Inc.			
Abhe & Svoboda, Inc.			
Atsalis Bros. Painting Co.			

6 Bidders

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

Purpose/Business Case: 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:

80349A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
80350A		
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.

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:

87670A
Federal Highway Administration Funds 100 %
87671A
Federal Highway Administration Funds 100 %

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

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

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

New Project Identification: Sign upgrade.

Selection: Low bid.

Zip Code: 49022.

80. LETTING OF NOVEMBER 02, 2007 ENG. EST. LOW BID
PROPOSAL 0711003 \$ 1,489,425.50 \$ 1,269,868.62
PROJECT STU 50458-100713
LOCAL AGRMT. 07-5604 % OVER/UNDER EST.
START DATE - APRIL 14, 2008
COMPLETION DATE - JULY 01, 2008 -14.74 %

1.51 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repairs, and concrete curb and gutter on 12 Mile Road from Gratiot Avenue to Harper Avenue in the cities of Roseville and St. Clair Shores, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 1,269,868.62	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,295,180.07	Same	2
John Carlo, Inc.	\$ 1,361,227.18	Same	3
Barrett Paving Materials, Inc.	\$ 1,399,824.35	Same	4
Angelo Iafrate Construction Company			
Florence Cement Company			

4 Bidders

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

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

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

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

Funding Source:

100713A

Macomb County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any 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: 48081.

Funding Source:

83916A

Oakland County	5.10 %
Federal Highway Administration Funds	79.91 %
State Restricted Trunkline Funds	14.99 %

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: 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: 48328.

83.	LETTING OF NOVEMBER 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0711006	\$ 960,548.86	\$ 860,562.31
	PROJECT EDDF 32555-57978		
	LOCAL AGRMT. 07-5601		% OVER/UNDER EST.
	START DATE - MAY 15, 2008		
	COMPLETION DATE - JUNE 15, 2008		-10.41 %

7.75 mi of hot mix asphalt resurfacing, cold milling, aggregate shoulders, and pavement marking on Atwater Road from M-53 easterly to the west village limits of Ubyly, Huron County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 860,562.31	Same	1 **
Albrecht Sand & Gravel Co.	\$ 886,464.76	Same	2
Pyramid Paving & Contracting Co.	\$ 1,144,368.74	Same	3

3 Bidders

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

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

Purpose/Business Case: This project is for the resurfacing of a portion of roadway not on the federal-aid highway system under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.
Benefit: By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

57978A

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: 48475.

84.	LETTING OF NOVEMBER 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0711007	\$ 1,499,657.15	\$ 1,525,007.38
	PROJECT STU 82457-100783, ETC		
	LOCAL AGRMT. 07-5533		% OVER/UNDER EST.
	START DATE - APRIL 15, 2008		
	COMPLETION DATE - 45 working days		1.69 %

1.32 mi of hot mix asphalt resurfacing and cold milling, concrete curb and gutter, sidewalk ramps, drainage structure adjustments and pavement markings on Hubbard Drive from Evergreen Road to Southfield Freeway and on Mercury Drive from Hubbard Drive to Ford Road, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 1,525,007.38	Same	1 **
Barrett Paving Materials, Inc.	\$ 1,526,913.75	Same	2
Cadillac Asphalt, LLC.	\$ 1,608,860.70	Same	3

3 Bidders

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

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

Purpose/Business Case: This project is for the resurfacing of portions of roadways on the federal-aid highway system (JN 100785A) and off the federal-aid highway system (JN 100783A) 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:

100783A

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

100785A

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 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: 48126.

85. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711010
 PROJECT STUL 04425-89552
 LOCAL AGRMT. 07-5627
 START DATE - MAY 01, 2008
 COMPLETION DATE - JULY 15, 2008

ENG. EST.
 \$ 423,137.05

LOW BID
 \$ 447,718.40

% OVER/UNDER EST.
 5.81 %

0.75 mi of concrete pavement removal, hot mix asphalt cold milling and resurfacing, concrete curb and gutter, sidewalks, and miscellaneous storm sewer work in the city of Alpena, Alpena County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cordes Excavating, Inc.	\$ 447,718.40	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 460,117.50	Same	2
Eastlund Concrete Construction	\$ 662,804.56	Same	3
D.J. McQuestion & Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
Champagne and Marx Excavating, Inc.			
M & M Excavating Co., Inc.			

3 Bidders

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

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

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

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

Funding Source:

89552A	
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.

86. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711011
 PROJECT STUL 70414-84360
 LOCAL AGRMT. 07-5593
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2008

ENG. EST.
 \$ 1,228,984.00

LOW BID
 \$ 1,047,117.80

% OVER/UNDER EST.
 -14.80 %

0.80 mi of hot mix asphalt road reconstruction including storm sewer, drainage structures, concrete curb and gutter, hot mix asphalt paving and pavement markings on Riley Street from Beeline Road to east of 120th Street, Ottawa County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Triangle Excavators, Inc.	\$ 1,047,117.80	Same	1 **
CL Trucking & Excavating, LLC.	\$ 1,077,132.80	Same	2
Milbocker and Sons, Inc.	\$ 1,101,947.60	Same	3
Brenner Excavating, Inc.	\$ 1,121,102.50	Same	4
Schippers Excavating, Inc.	\$ 1,130,281.45	Same	5
Bultema Brothers Road Contractors	\$ 1,144,220.50	Same	6
D.J. McQuestion & Sons, Inc.	\$ 1,145,198.68	Same	7
Dean's Landscaping & Excavating	\$ 1,164,684.05	Same	8
Dan Hoe Excavating, Inc.	\$ 1,167,749.75	Same	9
Peters Construction Co.	\$ 1,168,789.36	Same	10
Kalin Construction Co., Inc.	\$ 1,170,187.13	Same	11
Kammaing & Roodvoets, Inc.	\$ 1,191,551.45	Same	12
Dykema Excavators, Inc.	\$ 1,218,206.80	Same	13
Nashville Construction Company	\$ 1,247,947.07	Same	14
Mead Bros. Excavating, Inc.	\$ 1,253,703.40	Same	15
Jack Dykstra Excavating Inc	\$ 1,279,462.80	Same	16
Diversco Construction Company Inc.	\$ 1,283,515.50	Same	17
Wadel Stabilization, Inc.			
C & D Hughes, Inc.			
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.			

17 Bidders

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

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

84360A

Ottawa County	18.15 %
Federal Highway Administration Funds	81.85 %

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

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

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any 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: 49424.

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: 48217.

88.	LETTING OF NOVEMBER 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0711013	\$ 145,095.50	\$ 152,141.98
	PROJECT CMG 14031-87807, ETC		
	LOCAL AGRMT. 07-5550		% OVER/UNDER EST.
	START DATE - MAY 15, 2008		
	COMPLETION DATE - AUGUST 31, 2008		4.86 %

Case sign, digital loop detector salvage, video traffic detection system, bracket truss, curb and gutter, cold milling, hot mix asphalt paving, and pavement marking at the intersection of M-62 and Redfield Street, Cass County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 152,141.98	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 152,809.44	Same	2
Aggregate Industries-Central Region	\$ 161,004.40	Same	3
Nashville Construction Company	\$ 169,908.76	Same	4

4 Bidders

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

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

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway 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:

87807A		
Federal Highway Administration Funds	100	%
90379A		
Cass 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: 49112.

89.	LETTING OF NOVEMBER 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0711014	\$ 1,226,772.25	\$ 744,000.00
	PROJECT HPSL 68135-100711		
	LOCAL AGRMT. 07-5608		% OVER/UNDER EST.
	START DATE - APRIL 07, 2008		
	COMPLETION DATE - AUGUST 13, 2008		-39.35 %

4.25 mi of road reconstruction with aggregate surface, earthwork, aggregate base, subbase, drainage, guardrail, and slope restoration on Valley Road from Howard Road easterly to M-33, Oscoda County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
M & M Excavating Co., Inc.	\$ 744,000.00	Same	1 **
Mead Bros. Excavating, Inc.	\$ 754,496.00	Same	2
L.J. Construction, Inc.	\$ 755,436.10	Same	3
D.J. McQuestion & Sons, Inc.	\$ 781,324.75	Same	4
Cordes Excavating, Inc.	\$ 790,611.75	Same	5
Rieth-Riley Construction Co., Inc.	\$ 866,964.00	Same	6
Maclean Construction Company	\$ 949,860.87	Same	7
Katterman Trucking, Inc.	\$ 980,053.12	Same	8
Porath Contractors, Inc.	\$ 986,568.62	Same	9
Fonson, Inc.	\$ 1,008,461.50	Same	10
Lee Wood Contracting, Inc.	\$ 1,032,331.81	Same	11
Champagne and Marx Excavating, Inc.	\$ 1,111,138.65	Same	12
Central Michigan Contracting, Inc.	\$ 1,283,358.15	Same	13
Bacco Construction Company			
Rohde Brothers Excavating, Inc.			
Geiersbach Construction, Inc.			
CL Trucking & Excavating, LLC.			
3-S Construction, Inc.			

13 Bidders

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

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

Purpose/Business Case: This project is for the reconstruction of a portion of highway 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:

100711A

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: 48647.

90. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711015
 PROJECT EDDF 73555-39446
 LOCAL AGRMT. 07-5626
 START DATE - JULY 07, 2008
 COMPLETION DATE - OCTOBER 03, 2008

ENG. EST.
 \$ 749,773.00

LOW BID
 \$ 677,584.51

% OVER/UNDER EST.
 -9.63 %

0.81 mi of hot mix asphalt road reconstruction, machine grading, base crushing and shaping, aggregate shoulders, storm sewer, pavement marking, and slope restoration on Beyer Road between Willard Road and Burt Road, Saginaw County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
CL Trucking & Excavating, LLC.	\$ 677,584.51	Same	1 **
Rohde Brothers Excavating, Inc.	\$ 679,815.00	Same	2
Geiersbach Construction, Inc.	\$ 685,394.03	Same	3
L.J. Construction, Inc.	\$ 698,380.50	Same	4
Champagne and Marx Excavating, Inc.	\$ 703,535.96	Same	5
Novak Nurseries, Inc.	\$ 713,822.26	Same	6
Tri-Valley Landscaping, Inc.	\$ 727,570.90	Same	7
Cadwell Brothers Construction Comp.	\$ 727,666.79	Same	8
3-S Construction, Inc.	\$ 727,924.65	Same	9
C & D Hughes, Inc.	\$ 731,547.67	Same	10
Zito Construction Co.	\$ 735,870.81	Same	11
Pamar Enterprises, Inc.	\$ 750,836.31	Same	12
Heystek Contracting Inc.	\$ 774,922.84	Same	13
Lee Wood Contracting, Inc.	\$ 809,751.05	Same	14
Wooten Contracting Co.	\$ 811,325.58	Same	15
CRS/Shaw Contracting Co.	\$ 821,844.66	Same	16
Mead Bros. Excavating, Inc.	\$ 852,468.99	Same	17
Fisher Contracting Company	\$ 911,985.29	Same	18
Pyramid Paving & Contracting Co.			
Lois Kay Contracting Co.			
Saginaw Asphalt Paving Company			
M & M Excavating Co., Inc.			

18 Bidders

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

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

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

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

Funding Source:

39446A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

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

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

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

New Project Identification: Reconstruction and resurfacing.

Selection: Low bid.

Zip Code: 48415.

91. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711016 ENG. EST. \$ 430,500.00 LOW BID \$ 394,649.54
 PROJECT STL 25402-100779
 LOCAL AGRMT. 07-5628 % OVER/UNDER EST.
 START DATE - MAY 01, 2008
 COMPLETION DATE - AUGUST 18, 2008 -8.33 %

0.27 mi of hot mix asphalt reconstruction including pavement removal, earth excavation, aggregate base, concrete curb and gutter, storm sewer, permanent pavement markings and signing on West Hegel Road from west of Ridge Road to east of Seneca Road in the village of Goodrich, Genesee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zito Construction Co.	\$ 394,649.54	Same	1 **
Dan's Excavating, Inc.	\$ 449,463.64	Same	2
San Marino Excavating, Inc.	\$ 459,660.95	Same	3
Tyger Excavating Inc.	\$ 460,368.75	Same	4
DiPonio Contracting L.L.C.	\$ 466,179.62	Same	5
L.J. Construction, Inc.	\$ 468,194.05	Same	6
Novak Nurseries, Inc.	\$ 474,460.37	Same	7
Rohde Brothers Excavating, Inc.	\$ 488,527.89	Same	8
Cadillac Asphalt, LLC.	\$ 505,447.17	Same	9
Champagne and Marx Excavating, Inc.	\$ 549,348.32	Same	10
Fonson, Inc.	\$ 554,166.39	Same	11
Eastlund Concrete Construction			
Lois Kay Contracting Co.			
CRS/Shaw Contracting Co.			
Heystek Contracting Inc.			
Ajax Paving Industries, Inc.			
Fisher Contracting Company			
Geiersbach Construction, Inc.			
Pro-Line Asphalt Paving Corp.			
Mead Bros. 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 of a portion of highway 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:

100779A

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: 48438.

92.	LETTING OF NOVEMBER 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0711017	\$ 805,354.07	\$ 616,895.15
	PROJECT STU 50458-101125		
	LOCAL AGRMT. 07-5612		% OVER/UNDER EST.
	START DATE - JUNE 18, 2008		
	COMPLETION DATE - SEPTEMBER 05, 2008		-23.40 %

0.67 mi of removal and replacement of concrete pavement patches and sidewalk ramps and placement of permanent pavement markings on 13 Mile Road from Greater Mack Avenue to Jefferson Avenue in the city of St. Clair Shores, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 616,895.15	Same	1 **
Florence Cement Company	\$ 622,848.18	Same	2
Major Cement Company	\$ 668,758.67	Same	3
L Squared Construction, LLC.	\$ 693,586.07	Same	4
Kelcris Corporation	\$ 737,739.23	Same	5
C & D Hughes, Inc.	\$ 824,273.77	Same	6
Causie Contracting, Inc.	\$ 966,024.81	Same	7
Abbott Construction, 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 concrete pavement repair of a portion of highway on the federal-aid highway system under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

101125A

Federal Highway Administration Funds	81.66 %
City of St. Clair Shores	18.34 %

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

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

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48082.

93. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711018
 PROJECT EDDF 24555-35455
 LOCAL AGRMT. 07-5607
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 27, 2008

	ENG. EST. \$ 367,858.00	LOW BID \$ 313,311.80
		% OVER/UNDER EST. -14.83 %

1.38 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate shoulders, and guardrail on Intertown Road from Resort Pike Road easterly to US-131, Emmet County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 313,311.80	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 328,518.80	Same	2
Elmer's Crane & Dozer, Inc.			

2 Bidders

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

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

Purpose/Business Case: This project is for the resurfacing of a portion of highway 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:

35455A

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.

Funding Source:

90179A

Kalamazoo 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 and sign upgrade.

Selection: Low bid.

Zip Code: 49087.

95.	LETTING OF NOVEMBER 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0711023	\$ 1,228,968.00	\$ 1,021,311.48
	PROJECT STU 41401-100566		
	LOCAL AGRMT. 07-5350		% OVER/UNDER EST.
	START DATE - APRIL 01, 2008		
	COMPLETION DATE - AUGUST 29, 2008		-16.90 %

0.79 mi of concrete curb and gutter, storm sewer, hot mix asphalt paving and pavement markings on West River Drive from Samrick Avenue to Jupiter Avenue, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dykema Excavators, Inc.	\$ 1,021,311.48	Same	1 **
Schippers Excavating, Inc.	\$ 1,049,998.05	Same	2
Bultema Brothers Road Contractors	\$ 1,058,261.50	Same	3
CL Trucking & Excavating, LLC.	\$ 1,077,783.93	Same	4
Dean's Landscaping & Excavating	\$ 1,082,174.63	Same	5
D.J. McQuestion & Sons, Inc.	\$ 1,138,987.38	Same	6
Kalin Construction Co., Inc.	\$ 1,141,902.83	Same	7
Diversco Construction Company Inc.	\$ 1,156,205.79	Same	8
Kamminga & Roodvoets, Inc.	\$ 1,170,217.85	Same	9
Nashville Construction Company	\$ 1,172,235.05	Same	10
Milbocker and Sons, Inc.	\$ 1,212,597.40	Same	11
Wadel Stabilization, Inc.			
C & D Hughes, Inc.			
Rieth-Riley Construction Co., Inc.			
Brenner Excavating, Inc.			
Michigan Paving & Materials Co.			
Aggregate Industries-Central Region			

11 Bidders

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

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

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

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

Funding Source:

100566A

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 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: 49306.

Funding Source:

100987A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
87262A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
87266A		
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: 48507.

97.	LETTING OF NOVEMBER 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0711027	\$ 526,174.50	\$ 446,024.24
	PROJECT BRO 21008-86392		
	LOCAL AGRMT. 07-5591		% OVER/UNDER EST.
	START DATE - JUNE 01, 2008		
	COMPLETION DATE - SEPTEMBER 01, 2008		-15.23 %

Bridge removal and replacement along with related approach work including hot mix asphalt, guardrail and slope restoration on County Road A 26 at Ford River, Delta County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 446,024.24	Same	1 **
Hebert Construction Company	\$ 490,301.01	Same	2
Zenith Tech, Inc.	\$ 566,323.01	Same	3
Bacco Construction Company			
Oberstar, Inc.			
A. Lindberg & Sons, Inc.			

3 Bidders

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

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

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

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

Funding Source:

86392A

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

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

Risk Assessment: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

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

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49807.

98. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711028 ENG. EST. \$ 112,400.00 LOW BID \$ 71,536.04
 PROJECT CMG 61400-90395
 LOCAL AGRMT. 07-5516 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 13, 2008 -36.36 %

Traffic signal upgrade and interconnect on Grand Haven Road
 at Sternberg Road in the city of Norton Shores, Muskegon
 County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Severance Electric Co., Inc.	\$ 71,536.04	Same	1 **
J R Howell Airport Lighting LLC	\$ 71,689.33	Same	2
Strain Electric Company	\$ 78,563.00	Same	3
DVT Electric, Inc	\$ 85,639.00	Same	4
Trans Tech Electric, L.P.	\$ 92,695.76	Same	5
J. Ranck Electric, Inc.	\$ 99,060.58	Same	6
Allstate Electric, Inc.	\$ 104,254.76	Same	7
Windemuller Electric, Inc.	\$ 107,587.09	Same	8
Metropolitan Power & Lighting, Inc.	\$ 134,945.00	Same	9

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 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:

90395A

Federal Highway Administration Funds 100 %

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

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

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:

100221A
 City of Adrian 20.00 %
 Federal Highway Administration Funds 80.00 %
 (Transportation Enhancement Funds)

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

Risk Assessment: If this project is not awarded, the federal funds 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: New construction.

Selection: Low bid.

Zip Code: 49221.

100. LETTING OF NOVEMBER 02, 2007 ENG. EST. LOW BID
 PROPOSAL 0711035 \$ 1,789,730.72 \$ 1,569,784.74
 PROJECT EDCF 82544-86170
 LOCAL AGRMT. 07-5563 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2009 -12.29 %

1.83 mi of concrete pavement, hot mix asphalt, concrete curb, sidewalk and sidewalk ramp construction on Livernois Avenue from Davison Road to McNichols Road in the city of Detroit, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 1,569,784.74	Same	1 **
John Carlo, Inc.	\$ 1,716,566.49	Same	2
Peter A. Basile Sons, Inc.	\$ 1,808,500.05	Same	3
Pamar Enterprises, Inc.	\$ 1,810,900.65	Same	4
Posen Construction, Inc.	\$ 1,843,367.91	Same	5
Major Cement Company	\$ 2,054,895.50	Same	6
Sunset Excavating, Inc.	\$ 2,064,104.73	Same	7
Angelo Iafrate Construction Company	\$ 2,195,860.59	Same	8
L Squared Construction, LLC.	\$ 2,407,890.37	Same	9
Abbott Construction, Inc.	\$ 2,410,305.90	Same	10
DeAngelis Landscape, Inc.			
Ajax Paving Industries, 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 traffic signal upgrades and median improvements for a portion of highway on the federal-aid highway system under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

Funding Source:

86170A

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

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

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

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

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48238.

101. LETTING OF NOVEMBER 02, 2007
 PROPOSAL 0711036 ENG. EST. \$ 525,000.00 LOW BID \$ 458,477.21
 PROJECT CMG 63052-100416
 LOCAL AGRMT. 07-5494 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 21, 2008 -12.67 %

Traffic signal upgrades at six locations on Orchard Lake Road from Commerce Road northeasterly to Old Telegraph Road in the cities of Orchard Lake Village, Keego Harbor, Sylvan Lake, and Pontiac, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Metropolitan Power & Lighting, Inc.	\$ 458,477.21	Same	1 **
Rauhorn Electric, Inc.	\$ 465,992.87	Same	2
Alpha Electric, Inc.	\$ 494,356.56	Same	3
Posen Construction, Inc.	\$ 520,897.05	Same	4
J. Ranck Electric, Inc.	\$ 552,231.20	Same	5
Motor City Electric Utilities Co.	\$ 579,773.42	Same	6
Nationwide Fence & Supply Company			
Trans Tech Electric, L.P.			

6 Bidders

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

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

Purpose/Business Case: This project is for 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:

100416A

Federal Highway Administration Funds 100 %

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

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Sign upgrade.

Selection: Low bid.

Zip Code: 48320.

102.	LETTING OF NOVEMBER 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0711039	\$ 300,717.00	\$ 254,585.68
	PROJECT STH 21609-78214		
	LOCAL AGRMT. 07-5595		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2008		-15.34 %

0.96 mi of hot mix asphalt crushing and shaping, earth excavation, embankment, aggregate base, hot mix asphalt paving, super-elevation modification, and slope restoration on CR-513 Road south of New Wilsey Bay Road northerly in Bay De Noc Township, Delta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 254,585.68	Same	1 **
Bacco Construction Company	\$ 314,696.62	Same	2
A. Lindberg & Sons, Inc.			
Oberstar, Inc.			

2 Bidders

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

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

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

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

Funding Source:

78214A	
Delta County	20.00 %
Federal Highway Administration Funds	80.00 %

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 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:

83657A

City of Detroit	20.00 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	80.00 %

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

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

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

New Project Identification: Transportation Enhancement.

Selection: Low bid.

Zip Code: 48203.

EXTRAS

104. **Extra 2007 - 174**

Control Section/Job Number: 82131-60442 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Cadillac Asphalt, LLC.
2575 S. Haggerty Road, Suite 100
Canton, MI 48188

Designed By: MDOT
Engineer's Estimate: \$6,801,790.73

Description of Project:

3.932 miles of cold milling and hot mix asphalt resurfacing, intermittent reconstruction of parking lanes, curb and gutter, sidewalk replacement, joint repair, pavement markings, and traffic signal modifications on M-1 (Woodward Avenue) from Winchester Street to Tuxedo Avenue, in the cities of Detroit and Highland Park, Wayne County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	February 10, 2005	
Original Contract Amount:	\$7,315,879.38	
Total of Overruns/Changes (Approved to Date):	(279,692.76)	- 3.82%
Total of Extras/Adjustments (Approved to Date):	396,590.07	+ 5.42%
Total of Negative Adjustments (Approved to Date):	(339,200.00)	- 4.64%
THIS REQUEST	<u>299,191.46</u>	<u>+ 4.09%</u>
Revised Total	<u>\$7,392,768.15</u>	+ 1.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.04% under the original budget for an **Authorized to Date Amount** of \$7,093,576.69.

Approval of this extra will place the authorized status of the contract 1.05% or \$76,888.77 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 27, 28, 29 r. 2, 30

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 27

Structure Adj for ADA Ramps, WO #7	20.000 Ea @ \$350.00/Ea	\$7,000.00
Sidewalk, Rem, WO #7	6,000 Sft @ \$2.10/Sft	12,600.00
Horizontal Sawcut for ADA Ramp, WO #7	600.000 Ft @ \$21.00/Ft	12,600.00
Horizontal Sawcut for Mower Curb Drop, WO #7	400.000Ft @ \$21.00/Ft	8,400.00
Sidewalk Ramp, ADA WO #7	3,000.000 Sft @ \$6.30/Sft	18,900.00
Sidewalk Ramp, Detectable Warning, Retro WO #7	300.000 Sft @ \$8.40/Sft	2,520.00
Sidewalk, Conc, 4 inch WO #7	1,500.000 Sft @ \$3.15/Sft	4,725.00
Sidewalk, Conc, 6 inch WO #7	1,500.000 Sft @ \$3.68/Sft	<u>5,520.00</u>
Total		<u>\$72,265.00</u>

CM 28

TS, Pedestrian, Two Way, Relocate	3.000 Ea @ \$677.25/Ea	\$2,031.75
TS, Pedestrian, One Way, Relocate	1.000 Ea @ \$640.50/Ea	640.50
TS, Low Level, Relocate	2.000 Ea @ \$640.50/Ea	1,281.00
Conduit, Schedule 80 PVC, 1 1/2 inch	100.000 Ft @ \$26.25/Ft	2,625.00
Conduit, Schedule 80 PVC, 3 inch	100.000 Ft @ \$31.66/Ft	3,166.00
Strain Pole Fdn, Cased	23.000 Ft @ \$354.90/Ft	8,162.70
Strain Pole Fdn, Uncased	23.000 Ft @ \$196.35/Ft	4,516.05
Strain Pole, Steel, Anchor Base, 36 foot	3.000 Ea @ \$3,595.20/Ea	10,785.60
Strain Pole, Steel, Anchor Base, 40 foot	1.00 Ea @ \$5,182.80/Ea	<u>5,182.80</u>
Total		<u>\$38,391.40</u>

CM 29

Structure Adj for ADA Ramps, WO #7	17.000 Ea @ \$350.00/Ea	5,950.00
Sidewalk, Rem, WO #7	30,573.95 Sft @ \$2.10/Sft	64,205.30
Horizontal Sawcut for ADA Ramp, WO #7	1160.10 Ft @ \$21.00/Ft	24,362.10
Horizontal Sawcut for Mower Curb Drop, WO #7	32.000 Ft @ \$21.00/Ft	672.00
Sidewalk Ramp, ADA WO #7	1,272.600 Sft @ \$6.30/Sft	8,017.38
Sidewalk, Conc, 4 inch WO #7	18,762.700 Sft @ \$3.15/Sft	59,102.51
Curb, Any Type, Rem, WO #7	207.130 Ft @ \$20.00/Ft	4,142.60
Curb, Any Type, WO #7	218.730 Ft @ \$17.85/Ft	<u>3,904.33</u>
Total		<u>\$170,356.22</u>

CM 30

Water Main Valve, 16 inch		<u>\$18,178.84</u>
Total		<u>\$18,178.84</u>

Grand Total**\$299,191.46****Reason(s) for Extra(s)/Adjustment(s):****CM 27**

Prior to the acceptance of the project, MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. Due to this change it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps within the project limits. It was also determined that curb drops needed to be installed so that lawn maintenance equipment could reach the lawn areas. The extra costs for all of the items listed above on contract modification 27 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 28

At four intersections on Woodward Avenue the plans indicated that the new traffic signals were to be supported by DTE poles. It was later determined that the DTE poles were deflecting excessively due to loads imposed by the signals. The engineer directed the contractor to install new steel strain poles and transfer the equipment to them. All of the work on this contract modification involves supplying and installing the new strain poles, and then moving the signal equipment over to the new poles. The extra costs for all of the items listed above on contract modification 28 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 29

Prior to the acceptance of the project, MDOT's standards for ADA sidewalk ramps changed. Due to this change it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps within the project limits. It was also determined that curb drops needed to be installed so that lawn maintenance equipment could reach the lawn areas. Most of the items on contract modification 29 were set up on contract modification 27 and now represent the amount needed to date. Two new items are also included on contract modification 29 that include removing curb and replacing curb, regardless of the type of curb. The extra costs for all of the items listed above on contract modification 29 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 30

A portion of an existing 16 inch water main valve was cast into the existing pavement. Since this was unknown to the contractor prior to removing the pavement and is not a standard practice the engineer determined, the contractor should be compensated for the repair of the valve when it was damaged removing the pavement. The extra cost for Water Main Valve, 16 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

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

These Extras are recommended for approval by the State Administrative Board at its November 20, 2007, meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

Funding Source: FHWA, 81.64%; State Restricted Trunkline, 17.05%; City of Detroit, 1.31%.

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

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

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

Selection: Low bid.

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

Zip Code: 48203.

105. **Extra 2007 - 175**

Control Section/Job Number: 84917-81574 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Rauhorn Electric, Inc.
17171 23 Mile Road
Macomb Twp., MI 48042

Designed By: MDOT
Engineer's Estimate: \$513,725.05

Description of Project:

Traffic signal upgrading and modernization at seven to fifteen locations on various state trunklines in Macomb, Oakland, St. Clair, and Wayne Counties.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 28, 2005	
Original Contract Amount:	\$683,395.00	
Total of Overruns/Changes (Approved to Date):	(115,992.10)	- 16.97%
Total of Extras/Adjustments (Approved to Date):	43,185.00	+ 6.32%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>20,085.87</u>	<u>+ 2.94%</u>
Revised Total	<u>\$630,673.77</u>	- 7.71%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.65% under the original budget for an **Authorized to Date Amount** of \$610,587.90.

Approval of this extra will place the authorized status of the contract 7.71% or \$52,721.23 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8, 10 r. 1, 11 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8	
Removal of Signs, Span, Strain Pole, And Controller for Super Bowl	\$3,042.60
Reinstallation of Signals, Span, Strain Pole And Controller After Super Bowl	<u>9,033.27</u>
Total	<u>\$12,075.87</u>

CM 10		
Supply and Install Metering Cans	2.000 Ea @ \$1,795.00/Ea	\$3,590.00
TS, Mast Arm STD, REM	6.000 Ea @ \$20.00/Ea	120.00
Mast Arm Removal	6.000 Ea @ \$200.00/Ea	1,200.00
Mast Arm Std Removal	6.000 Ea @ \$200.00/Ea	1,200.00
Total		<u>\$6,110.00</u>

CM 11		
Case Sign, One Way, 12 inch by 27 inch	2.000 Ea @ \$950.00/Ea	\$1,900.00
Total		<u>\$1,900.00</u>

Grand Total **\$20,085.87**

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

CM 8

To help alleviate traffic during the Super Bowl, the engineer directed the contractor to remove the signals at the I-75 Service Road and Woodward Avenue. Once the Super Bowl was completed the signals were reinstalled. The extra cost for Removal of Signs, Span, Strain Pole, and Controller for Super Bowl and Reinstallation of Signals, Span, Strain Pole & Controller after Super Bowl was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

CM 10

The traffic signals at John R Road and I-94, and at Woodward Avenue and I-75 were to be supplied by the Public Lighting Department (PLD). While waiting for them to finish the work to connect the lights to their system, the engineer directed the contractor to supply and install a meter so the signals could be connected to the DTE supply, and be operational while waiting to work out the details with PLD. The costs also included removal when the permanent supply was complete. The extra cost for Supply and Install Metering Cans was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

The mast arms had to be removed at three different intersections during the project. The engineer directed the contractor to remove the mast arms at each of the intersections. The extra cost for TS, Mast Arm STD, REM; Mast Arm Removal and Mast Arm Std Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

CM 11

The project did not have one way case signs set up. The engineer determined that they were needed and directed the contractor to supply and install them. The extra cost for Case Sign, One Way, 12 inch by 27 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

This Extra is recommended for approval by the State Administrative Board at its November 20, 2007, meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.
Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 100%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48075 Region-wide.

106. **Extra 2007 - 176**

Control Section/Job Number: 82021-74150 MDOT Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Dan's Excavating, Inc.
 12955 23 Mile Road
 Shelby Twp., MI 48315
 Designed By: MDOT
 Engineer's Estimate: \$2,523,337.16

Description of Project:

Demolish existing rest area building, construct new 4 restroom building, car/truck parking reconfiguration, lighting, sidewalks, curbs, picnic tables, and grills on I-94 westbound near Belleville, Wayne County.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	September 11, 2006	
Original Contract Amount:	\$2,317,777.16	
Total of Overruns/Changes (Approved to Date):	157,322.90	+ 6.79%
Total of Extras/Adjustments (Approved to Date):	192,018.12	+ 8.28%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>7,896.03</u>	<u>+ 0.34%</u>
Revised Total	<u>\$2,675,014.21</u>	+ 15.41%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.07% over the original budget for an **Authorized to Date Amount** of \$2,667,118.18.

Approval of this extra will place the authorized status of the contract 15.41% or \$357,237.05 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007 – 026	7 r. 1	\$12,462.28	03/06/07
2007 – 054	6	\$2,785.00	04/03/07
2007 – 087	10	\$22,546.50	6/19/07
2007 – 105	11	\$7,791.00	08/07/07
2007 – 128	12	\$2,595.00	08/23/07

Contract Modification Number(s): 16 r. 1, 22

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 16

Splash Guards	1.000 LS @ \$6,720.00/LS	\$6,720.00
Total		<u>\$6,720.00</u>

CM 22

Longitudinal Lane Tie Joint, D	278.700 Ft @ \$3.94/Ft	\$1,098.08
Joint, Contraction, C3p	2.750 Ft @ \$5.02/Ft	13.81
Concrete Pavt, Misc, NR 8-inch Scale Lan	1.230 Cyd @ \$52.15/Cyd	64.14
Total		<u>\$1,176.03</u>

Grand Total

\$7,896.03

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

CM 16

The Roadside Development Engineer contacted the project office to request splash guards under the hand dryer units. This request was based on staining of the grout under the hand dryer units at other rest areas. The engineer directed the contractor to supply and install splash guards under the 17 hand dryer units at the rest area. The extra costs for Splash Guards were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

CM 22

When the project was set up, three joints were omitted from the plans that were needed to construct the concrete pavement. The engineer directed the contractor to install the following: longitudinal D joint in the 16 foot wide ramps and truck driving lanes, the transverse C3p joints, and Erg joints to tie in to the existing concrete at both ends of the ramps. These items were originally set up on contract modification 7 and are now being increased to match the amount needed to date. The extra costs for Longitudinal Lane Tie Joint, D and Joint, Contraction, C3p were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The project office was asked by the Michigan State Police to provide a concrete pad to weigh trucks on. The engineer directed the contractor to complete the work for the concrete pad. These items were originally included on contract modification 3 and are now being balanced to match the actual quantities completed on the project. One item is over the estimated amount from contract modification 3 and that is the Concrete Pavt, Misc, NR 8 inch-Scale Lan. The extra costs for Concrete Pavt, Misc, NR 8 inch-Scale Lan were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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

This Extra is now recommended for approval by the State Administrative Board at its November 20, 2007, meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

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

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

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

Selection: Low bid.

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

Zip Code: 48111.

107. **Extra 2007 - 177**

Control Section/Job Number: 82072-75185 MDOT Project
 State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
 State Transportation Commission - Does not meet criteria.
 Contractor: Posen Construction, Inc.
 50500 Design Lane
 Shelby Twp., MI 48315
 Designed By: Tetra Tech
 Engineer's Estimate: \$3,468,956.88

Description of Project:

0.96 miles of cold milling, joint repairs, hot mix asphalt overlay, signing, pavement markings and signals, along with shallow concrete overlay, concrete beam end, superstructure and sidewalk repair on R01 of 80072, along with pavement removal, curb and gutter and installation of irrigation system in the median, on M-3 (Gratiot Avenue) from Randolph Street to the Detroit Connecting Railroad and on M-3 over the Detroit Connecting Railroad, in the City of Detroit, Wayne County.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 6, 2005	
Original Contract Amount:	\$3,381,047.19	
Total of Overruns/Changes (Approved to Date):	(511,031.98)	- 15.11%
Total of Extras/Adjustments (Approved to Date):	168,430.00	+ 4.98%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>83,805.00</u>	+ 2.48%
Revised Total	<u>\$3,122,250.21</u>	- 7.65%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.13% under the original budget for an **Authorized to Date Amount** of \$3,038,445.21.

Approval of this extra will place the authorized status of the contract 7.65% or \$258,796.98 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-76	1 r. 3	\$106,795.00	06/20/06

Contract Modification Number(s): 4 r. 1, 6 r. 2

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4		
Extra - Removal of Concrete Round Handhole		\$25,537.98
Extra – PLD Covers	9.000 Ea @ \$2,500.00/Ea	22,500.00
Conc Quality Initiative Extra		1,952.56
Total		<u>\$49,990.54</u>
CM 6		
Extra – Expedited Costs		\$33,814.46
Total		<u>\$33,814.46</u>
Grand Total		<u>\$83,805.00</u>

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

CM 4

The original plans indicated that new round hand holes would be installed on the project. After the hand holes were installed, a revision was completed on the electrical plans that indicated the hand holes would not be needed. The engineer directed the contractor to remove the hand holes. The extra cost for Extra-Removal of Concrete Round Handhole is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The plans indicated that Public Lighting Department (PLD) covers were to be placed on all PLD hand holes. Once the old covers were removed, it was determined that additional work would be required to repair the tops and sides of the hand holes at nine locations. The extra cost for Extra-PLD Covers is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 605 of the 2003 Standard Specifications for Construction indicates that the contractor is to receive a concrete quality initiative for concrete that meets the criteria. This is usually set up as a budgeted amount based on the concrete quantities for the project; however, on this project the item was omitted. The engineer determined that the contractor was entitled to the initiative. The extra cost for Conc Quality Initiative is set according to the calculations indicated in Section 605 and verified by the engineer.

CM 6

MDOT issued a revision of plans to the contractor that changed the scope of the electrical installation and caused all other work to differ in character from that date through completion. The engineer determined that the prime contractor is due additional compensation for the work that was impacted by the changes in scope. The engineer determined that the contractor was entitled to the overtime costs needed to complete the project on time. The extra cost for Extra – Expedited Costs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

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

These extras are recommended for approval by the State Administrative Board at its November 20, 2007, meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

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

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

Funding Source: FHWA, 81.84%; State Restricted Trunkline, 15.92%; City of Detroit, 2.24%.

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

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

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

Selection: Low bid.

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

Zip Code: 48207.

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

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

Respectfully submitted,

Authorized Signature on File
November 13, 2007

Kirk T. Steudle
Director



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

November 1, 2007

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

Dear Ms. Bond:

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

On September 11, 2007, MDOT determined an emergency contract was needed to repair a concrete box culvert and slopes on M-43 in Kalamazoo County. The emergency work was necessary after the culvert failed, causing a void in the embankment. This in turn caused damage to the adjacent shoulder, guardrail, and eventually the roadway itself. The inspection determined that there was imminent danger to the public and action needed to be taken immediately to protect the public and to avoid interruption in commerce.

The Marshall Transportation Service Center (TSC) worked with the Lansing Emergency Structures Unit, Southwest Region Bridge Unit, Soils and Materials Unit and Survey Unit to develop plans and specifications. Staff determined that the best value repair process was to excavate the embankment to the compromised culvert, repair the culvert, restore the embankment, repair the shoulder and guardrail, and install hot mix asphalt curb and spillways for positive pavement drainage.

The Marshall TSC worked with the Kalamazoo County Road Commission soliciting bids for replacement of the culvert pipe. The engineer's estimate was \$31,285.61. Three bids were received. Hoffman Bros., Inc. was the lowest bidder at \$59,400, and therefore was selected. Temporary safety measures were taken to protect the public while waiting for the special ordered culvert to be made and delivered. Work was completed by September 29, 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,

Kirk T. Steudle
Director

Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of November 14, 2007. After review of the forgoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held November 14, 2007, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

The resolution honoring Kristie Profit Martin was presented by Mr. Keenan.

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Ms. Leffler and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON

STATE ADMINISTRATIVE BOARD

KRISTINE PROFIT MARTIN

WHEREAS, Kristine Profit Martin has served the people of Michigan with distinction as a Policy Advisor in the Office of the Lieutenant Governor, Assistant to the Director of the Constituent Services Division in the Office of the Governor, and Deputy Director of the Constituent Services Division in the Office of the Governor; and

WHEREAS, During her exemplary tenure as a Policy Advisor in the Office of the Lieutenant Governor, she has served as a delegate of the Lieutenant Governor to the Building Committee, Transportation and Natural Resources Committee, and the State Administrative Board, overseeing the operational and functional needs of the State of Michigan; and

WHEREAS, During her career she has maintained the highest standard of excellence in the administration of public affairs, and her honesty, integrity, and honorable service will continue to be respected by the people of Michigan long after she leaves; and

WHEREAS, The members of the State Administrative Board will miss her exemplary work and the leadership she has provided to the State and to this Board; now, therefore, be it

RESOLVED, That this State Administrative Board hereby expresses its sincerest appreciation and heartfelt thanks for the services she has provided to the Board and the citizens of the State of Michigan; and be it further

RESOLVED, That the Board wishes Kristie and her family good health and happiness in the years ahead; and be it further

RESOLVED, That the Secretary is hereby directed to officially transmit the original copy of this Resolution to Kristine Profit Martin with our best wishes.

Unanimously adopted November 20, 2007.

Jennifer M. Granholm
Governor

Michael A. Cox
Attorney General

John D. Cherry
Lt. Governor

Robert J. Kleine
Treasurer

Terri Lynn Land
Secretary of State

Michael P. Flanagan
Superintendent of Public Instruction

Kirk T. Steudle
Director of the Department of Transportation