**APPROVED**
January 15, 2008

Michigan State
Administrative Board

Lansing, Michigan December 18, 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, December 18, 2007, at 11:00 a.m.

Present: Steve Liedel, Deputy Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Brandon Hofmeister, Deputy Legal Counsel, representing John Cherry, Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

James Burris, Elise Lancaster, Craig Orr, Deborah Roberts, Janet Rouse, Department of Management and Budget; John McGraw, Department of Military and Veterans Affairs; Amy Meldrum, Department of Transportation; Manny Lentine

1. CALL TO ORDER:

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

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

Mr. Pavona moved that the minutes of the regular meeting of December 4, 2007 be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

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

NONE

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Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of December 12, 2007. After review of the forgoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held December 12, 2007, be approved and adopted with Item 89 of the regular Transportation agenda withdrawn at the State Administrative Board meeting on December 18, 2007. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

| _____ | _____ |
|---|---|
| SECRETARY | CHAIRPERSON |

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

NONE

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

**APPROVED**
December 18, 2007

Michigan State
Administrative Board

**COMMITTEE REPORT TO THE**
**STATE ADMINISTRATIVE BOARD**

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

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

| | | |
|---|---|---|
| Chairperson: | Mary G. MacDowell, representing State Treasurer Kleine | Approved _____ |
| Member: | Iris Lopez, representing Attorney General Cox | Approved _____ |
| Member: | Kelly Keenan, representing Governor Granholm | Approved _____ |
| Others: | Kristi Broessel, Department of Community Health; Joel Storchan, Department of Information Technology; Sherry Bond, Elise Lancaster, Janet Rouse, Department of Management and Budget; Larry Lee, Gongwer | |

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

Following discussion, Ms. Lopez moved that the regular agenda be recommended to the State Administrative Board for approval with Item 20(1) of the regular agenda tabled; Item 20(2) contingent upon clarification; and noting Item 25 is a report of an expenditure, not a request for approval as the backup makes it appear. The motion was supported by Mr. Keenan and unanimously adopted.

Ms. Lopez moved that the supplemental agenda be recommended to the State Administrative Board for approval. The motion was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on December 18, 2007, Item 2s of the supplemental agenda was withdrawn by the Department of Management and Budget.***

# A G E N D A

**FINANCE AND CLAIMS COMMITTEE**
December 11, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

**STATE ADMINISTRATIVE BOARD**
December 18, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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

## SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF COMMUNITY HEALTH

| | | |
|---|---|---|
| 1) | Munson Medical Center<br>Traverse City, MI | $ 180,157.00 Total<br>**FY08** 95% State Restricted<br>5% Federal Funds<br>10-month grant agreement to fund the Diabetes Outreach Network that will improve the quality of diabetes care and education and identifies at-risk persons and facilitates persons getting needed health care services, etc. |
| 2) | Staff Care, Inc.<br>Irving, TX | $ 75,000.00 Total<br>**FY08** 100% State GF<br>6-month agreement to provide funding for a temporary physician to attend to patients at the Caro Center |
| 3) | Bay Mills Health Center<br>Brimley, MI | $ 150,000.00 Amendment<br>$ 241,366.00 New Total<br>**FY08** 99% State GF 1% Federal<br>Additional funding for one-year grant agreement to provide for primary care clinics that serve an impoverished and/or ethnically diverse and/or geographically isolated population |

1. DEPARTMENT OF COMMUNITY HEALTH continued

| | | |
|---|---|---|
| 4) | National Kidney Foundation<br>Pittsfield Township, MI | $ 229,635.00 Amendment<br>$ 325,000.00 New Total<br>**FY08** 100% State Restricted<br>Additional funding for one-year grant agreement to provide for focus on the prevention of diabetes, cardiovascular disease and chronic kidney disease |
| 5) | National Kidney Foundation<br>Pittsfield Township, MI | $ 553,671.00 Amendment<br>$ 878,137.00 New Total<br>**FY08** 85% State Restricted<br>15% Federal Funds<br>Additional funding for one-year grant agreement to provide for projects focusing on the prevention, early diagnosis, and effective management of diabetes |
| 6) | Michigan Public Health Institute<br>Okemos, MI | $ 505,096.00 Amendment<br>$ 28,187,957.00 New Total<br>**FY08** 64.26% Federal<br>23.26% GF<br>10.24% State Restricted<br>1.82% Fees/Other State Funds<br>0.42% Local Funds<br>Additional funding for one-year grant agreement to provide various community health projects |
| 7) | Wayne State University<br>Detroit, MI | $ 102,533.00 Amendment<br>$ 2,307,676.00 New Total<br>**FY08** 78.1% Federal Funds<br>21.9% State GF<br>Additional funding for one-year grant agreement to provide various community health projects |

1. DEPARTMENT OF COMMUNITY HEALTH continued

| | | |
|---|---|---|
| 8) | Southeastern Michigan Health Association<br>Detroit, MI | $ 227,689.00 Amendment<br>$ 14,765,776.00 New Total<br>**FY08** 84.6% Federal Funds<br>1.0% State GF<br>13.7% State Restricted<br>0.7% Fees/Other State Funds<br>Additional funding for one-year grant agreement to provide various community health projects |
| 9) | Region II Community Action Agency<br>Jackson, MI | $ 38,445.00 Amendment<br>$ 294,007.00 New Total<br>**FY08** 87% Federal 13% Local<br>Additional funding for one-year grant agreement to provide nutrition education, supplemental foods, breastfeeding promotion and support to postpartum women, infants and children up to the age of 5, who have nutrition related health problems |

2. DEPARTMENT OF CORRECTIONS

| | | |
|---|---|---|
| 1) | Northwest Michigan Council of Governments<br>Traverse City, MI | $ 35,000.00 Amendment<br>$ 3,464,012.00 New Total<br>**FY08** 100% General Fund<br>Additional funds to provide Michigan Prisoner Re-Entry Initiative services |
| 2) | Jetco Packaging Solutions<br>Caledonia, MI | $ 112,500.00 Total<br>**FY08-11** 100% Revolving Fund<br>Three-year contract to provide plastic wrapped straws for Michigan State Industries |

3. DEPARTMENT OF ENVIRONMENTAL QUALITY

| | | |
|---|---|---|
| 1) | Various<br>(Listing on file) | $ 739,800.00 Total<br>**FY07-08** 100% Federal Funds<br>To fund grants to various Local Government and Non-Profit Grantees for Coastal Zone Management Projects |
| 2) | Washtenaw County<br>Saline, MI | $ 500,000.00 Total<br>**FY08** 100% Restricted Funds<br>**AY04** Two-year Brownfield Redevelopment Grant |

4. DEPARTMENT OF HUMAN SERVICES

| | | |
|---|---|---|
| 1) | Catholic Social Services of Muskegon<br>Muskegon, MI | $ 50,000.00 Amendment<br>$ 1,273,000.00 New Total<br>**FY08** 100% Federal Funds<br>Additional funds for a two-month extension of the contract for family- centered services providing parenting assessments and parent mentors |
| 2) | Every Woman's Place<br>Muskegon, MI | $ 25,000.00 Amendment<br>$ 577,700.00 New Total<br>**FY08** 100% Federal Funds<br>Additional funds for a two-month extension of the contract for Adolescent Mentor services |
| 3) | Diane Peppler Resource Center<br>Sault Ste. Marie, MI | $ 74,970.00 Total<br>**FY08-10** 100% Federal Funds<br>Two-year, ten-month contract for Parent Nurturing, Home-based services |
| 4) | Marquette County Health Dept.<br>Negaunee, MI | $ 134,055.00 Total<br>**FY08-10** 100% Federal Funds<br>Two-year, nine month contract for Family Support/Education services |

4. DEPARTMENT OF HUMAN SERVICES continued

| | | |
|---|---|---|
| 5) | Eagle Village, Inc.<br>Hersey, MI | NOT TO EXCEED<br>$ 238,836.00 Total<br>**FY08-10** 100% Federal Funds<br>Two-year, nine-month contract for Home based, Intensive Family Treatment services |
| 6) | Marla K. Hires, M.D.<br>Saline, MI | $ 643,500.00 Total<br>**FY08-10** 100% General Funds<br>Two-year, nine-month contract for psychiatric services |
| 7) | Child and Family Services of the U.P., Inc.<br>Marquette, MI | $ 160,841.00 Total<br>**FY08-10** 100% Federal Funds<br>Two-year, nine-month contract for Decisions to Action program |
| 8) | Welty Consulting Service<br>Newberry, MI | $ 252,769.34 Total<br>**FY08-10** 100% Federal Funds<br>Two-year, nine-month contract for Family Support Services |
| 9) | Child and Family Services of the U.P., Inc.<br>Marquette, MI | $ 45,000.00 Total<br>**FY08-10** 100% Federal Funds<br>Two-year, 9.5-month contract for Parent Education/Group Classes |
| 10) | Bethany Christian Services<br>Grand Rapids, MI | NOT TO EXCEED<br>$ 44,991.15 Total<br>**FY08-10** 100% Federal Funds<br>Three-year contract for Kinship/Grandparent Support Groups |
| 11) | Community Mental Health for Central Michigan<br>Mt. Pleasant, MI | NOT TO EXCEED<br>$ 113,333.00 Total<br>**FY08-10** 100% Federal Funds<br>Two-year, ten-month contract for Wraparound Coordination services |

4. DEPARTMENT OF HUMAN SERVICES continued

| | | |
|---|---|---|
| 12) | Oakland-Livingston Human Service Agency<br>Pontiac, MI | NOT TO EXCEED<br>$ 30,000.00 Total<br>**FY08-10** 100% GFGP<br>Three-year contract for Emergency services |
| | The Salvation Army<br>Howell, MI | NOT TO EXCEED<br>$ 30,000.00 Total<br>**FY08-10** 100% GFGP<br>Three-year contract for Emergency services |
| 13) | Various<br>(Listing on file) | NOT TO EXCEED<br>$ 399,295.00 Total<br>**FY08** 80% Federal/20% GF<br>One-year contract for Rural Housing Information Specialists |
| 14) | Cristo Rey Community Center<br>Lansing, MI | NOT TO EXCEED<br>$ 55,000.00 Total<br>**FY08-10** 100% Federal Funds<br>Two-year, nine-month contract for Parent Education classes in a group setting |
| 15) | Lutheran Adoption Service<br>Southfield, MI | $ 148,708.00 Total<br>**FY08-10** 100% Federal Funds<br>Two-year, nine-month contract for pre- and post-adoption services |
| 16) | Lutheran Child & Family Services of MI<br>Bay City, MI | NOT TO EXCEED<br>$ 731,844.81 Total<br>**FY08-10** 100% Federal Funds<br>Two-year, ten-month contract to improve family functioning and expedite early return of children from out-of—home placements |

5. DEPARTMENT OF LABOR & ECONOMIC GROWTH

| | |
|---|---|
| 1) Energy Grants<br>(Listing on file) | $ 239,902.00 Total<br>**FY08** 75% Federal Funds<br>25% Restricted Funds<br>The one-year grants offered will provide outreach and education related to solar energy, wind energy, Energy Star homes, and Energy Star products |

6. DEPARTMENT OF NATURAL RESOURCES

| | |
|---|---|
| 1) US Department of Interior-<br>US Geological Survey<br>Lansing, MI | NOT TO EXCEED<br>$ 31,500.00 Total<br>**FY08-10** 100% Restricted Funds<br>Three-year contract to maintain and monitor stream gage discharge and volume on Platte River |

7. DEPARTMENT OF STATE

| | |
|---|---|
| 1) Michigan Association of<br>County Clerks<br>Ludington, MI | NOT TO EXCEED<br>$ 95,000.00 Total<br>**FY08** 100% Restricted Funds<br>Grant funds to provide notary education and training for county clerks and their staff |

**SECTION II. DMB CONTRACTS**

Requests approval of the following:

**NEW CONTRACTS**

8. DEPARTMENT OF COMMUNITY HEALTH

| | |
|---|---|
| 1) Detroit Bio-Medical<br>Laboratories, Inc.<br>Farmington Hills, MI | $ 430,645.74 (3 years)<br>**FY08-10** 62% Federal 36% Local 2% State Restricted<br>391R7201231/071I7200301<br>Medical Lab Services for the Hawthorn Center |

9. DEPARTMENT OF INFORMATION TECHNOLOGY

| | | |
|---|---|---|
| 1) | EMC Corporation<br>Livonia, MI | $ 26,214,646.29 (5 years)<br>**FY08-12** 100% Revolving Funds<br>071I7200096 Storage Infrastructure and Solutions |
| 2) | Forestech Consulting, Inc.<br>Tallahassee, FL | $ 600,000.00 (3 years)<br>**FY08-10** 100% Restricted<br>071I8200009 Global Positioning System Data Recorders for the Department of Natural Resources, Forest, Mineral and Fire Management |
| 3) | ImageTrend, Incorporated<br>Lakeville, MN | $ 371,903.00 (3 years)<br>**FY08-10** 100% Federal<br>071I7200286 Contract to Procure Emergency Medical Software and Application Support Services |

10. DEPARTMENT OF MANAGEMENT AND BUDGET

| | | |
|---|---|---|
| 1) | Alpine Janitorial Enterprises, Incorporated<br>Comstock Park, MI | $ 18,367.00 (23 Months)<br>**FY08-09** 63% Federal 37% GF/GP<br>071I7200246 Janitorial Services - MRO Region #1 for the Department of Human Services |
| 2) | Gongwer News Services<br>Lansing, MI | $ 66,100.00 (1 year)<br>**FY08-09** 100% General Funds<br>071R7200260/071I8200006 Electronic News Wire Service, Statewide |
| 3) | Inland Waters Pollution Control, Inc.<br>Detroit, MI | NOT TO EXCEED<br>$ 1,228,774.00 (3 yrs 9 mos)<br>**FY08-11** 100% Restricted<br>071I8200003 Catch Basin Cleaning and Curb/Street Sweeping Services for the Department of Transportation, Bay Region and Oakland County |

10. DEPARTMENT OF MANAGEMENT AND BUDGET continued

| | | |
|---|---|---|
| 3) | National Industrial Maintenance, Inc. Dearborn, MI | $ 2,654,457.40 (3 yrs 9 mos) **FY08-11** 100% Restricted 071I8200003 Catch Basin Cleaning and Curb/Street Sweeping Services for the Department of Transportation, Bay Region and Oakland County |

11. DEPARTMENT OF STATE POLICE

| | | |
|---|---|---|
| 1) | Applied Biosystems Foster City, CA | $ 73,031.75 (One-Time) **FY08** 100% Restricted 551R7200023/071I7200260 Thermal Cyclers |
| 2) | Applied Biosystems Foster City, CA | $ 182,846.00 (One-Time) **FY08** 100% Federal 551R7200022/071I7200261 Two Genetic Analyzers |
| 3) | Promega Corporation Madison, WI | $ 770,624.00 (2 yr 11.2 mos) **FY08-10** 100% Restricted 551R7200021/071I7200281/ 071B8200043 Reagent Kits for Short Tandem Repeat (STR) Multiplex Systems |
| 4) | Whatman Corporation Florham Park, NJ | $ 540,000.00 (3 years) **FY08-10** 100% Restricted 551R7200011/071I7200164/ 071B8200030 Convicted Offender Buccal Collection Kits |

12. DEPARTMENT OF TREASURY

| | | |
|---|---|---|
| 1) | BS&A Software Bath, MI | $ 491,006.00 (5 years) **FY08-12** 100% General Funds 071I8200012 State Assessed Property Tax Collection Services |

12. DEPARTMENT OF TREASURY continued

| | | |
|---|---|---|
| 2) | Coamerica<br>Detroit, MI | $ 1,805,332.00 (4 years)<br>**FY08-11** 100% Restricted Funds<br>071I7200031 Originating Depository Financial Institution Services |

**CONTRACT CHANGES**

13. DEPARTMENT OF CORRECTIONS

| | | |
|---|---|---|
| 1) | Blue Ridge Paper Products, Inc.<br>Olmsted Falls, OH | $ 0.00 Amendment<br>$ 345,320.00 New Total<br>**FY08** 100% Revolving Funds<br>071B4200085 One-year option of the contract for Milk and Juice Cartons for Michigan State Industries |
| 2) | Radiology Imaging Solutions, Inc.<br>Grand Rapids, MI | $ 0.00 Amendment<br>$ 100,000.00 New Total<br>**FY08-09** 100% General Funds<br>071B3001162 One-year option to the contract for X-Ray Machine Repair and Maintenance Services |
| 3) | Stark & Associates<br>Lake Oswego, OR | $ 600,000.00 Amendment<br>$ 1,683,000.00 New Total<br>**FY08-09** 100% Revolving Funds<br>071B4200227/071B40001052 Additional funds for a one-year option to the contract for Outsole Blockers for shoes made by MSI for inmates |
| 4) | Stericycle, Inc.<br>Toledo, OH | $ 43,000.00 Amendment<br>$ 131,160.00 New Total<br>**FY08** 100% General Funds<br>071B2001623 Additional funds for a one-year extension of the contract for Medical Waste Disposal |

14. DEPARTMENT OF ENVIRONMENTAL QUALITY

| | | |
|---|---|---|
| 1) | University of Wisconsin<br>State Laboratory of Hygiene<br>Madison, WI | $ 730,000.00 Amendment<br>$ 1,042,500.00 New Total<br>**FY08-11** 100% State Restricted<br>071B62000380 Additional funds for a 3.5-year extension of the contract for Laboratory Testing/Analysis Services for Water Samples |
| | Great Lakes Environmental<br>Center (GLEC)<br>Traverse City, MI | $ 0 Amendment<br>$ 4,000,000.00 New Total<br>**FY08** 100% State Restricted<br>071B2001313 One-month extension of the contract for Field Sampling Services of Water |

15. DEPARTMENT OF INFORMATION TECHNOLOGY

| | | |
|---|---|---|
| | **Various RESTART Vendors** | **Amendment(s) to existing contract(s) for Short-term Staff Augmentation for information technology for various departments** |
| 1) | Business Solutions 21<br>Okemos, MI | $ 187,200.00 Amendment<br>$ 347,400.00 New Total<br>**FY08** 100% Restricted Funds<br>071B7200105 Additional funds for a one-year option to the contract for a project manager for the Department of Labor and Economic Growth, Corporations Bureau for an 18- to 24-month system development and deployment project |

16. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

| | | |
|---|---|---|
| 1) | John Lloyd Anderson<br>St. Joseph, MI | $ 36,495.00 Amendment<br>$ 109,185.00 New Total<br>**FY08** 100% Federal Funds<br>071B6200031 Additional funds for a one-year option to the contract for an Energy Conservation Consultant for the Rebuild Michigan Program |

17. DEPARTMENT OF MANAGEMENT AND BUDGET

| | | |
|---|---|---|
| 1) | Datagration<br>Southfield, MI | $ 500,000.00 Amendment<br>$ 1,000,000.00 New Total<br>**FY08-09** 100% General Funds<br>071B7200137 Additional funds for the contract for Legal and Medical Transcription Services, Statewide |
| 2) | Greenscape Lawncare and Landscaping<br>Lake, MI | $ 67,678.13 Amendment<br>$ 264,760.13 New Total<br>**FY08** 100% Restricted Funds<br>071B4200373 Additional funds for a one-year option to the contract for Roadside Mowing Services for the Department of Transportation |
| 3) | Klean As A Whistle, Inc<br>Southfield, MI | $ 32,000.00 Amendment<br>$ 198,413.05 New Total<br>**FY08-09** 63% Federal 37% GF<br>071B3001383 Additional funds for an 8-month option to the contract for Janitorial Services-MRO Region 22 for the Department of Human Services |

17. DEPARTMENT OF MANAGEMENT AND BUDGET continued

| | | |
|---|---|---|
| 4) | Identix Identification Services<br>Springfield, IL | $ 3,295,000.00 Amendment<br>$ 10,006,726.00 New Total<br>**FY08** 100% Various<br>071B5200227 Additional funds for a 2.5-month extension and for the time remaining on the contract for Electronic Fingerprinting Services, Statewide |
| 5) | Legally Correct Transcription Incorporated<br>Lansing, MI | $ 500,000.00 Amendment<br>$ 1,000,000.00 New Total<br>**FY08-09** 100% General Funds<br>071B7200138 Additional funds for the contract for Legal and Medical Transcription Services, Statewide |
| 6) | Pitney Bowes<br>Holt, MI | $ 200,000.00 Amendment<br>$ 2,600,000.00 New Total<br>**FY08** 100% Various<br>071B1001388 Additional funds for a 2-month option to the contract for Mailing Equipment, Supplies, and Maintenance, Statewide |
| 7) | RBJ Farms<br>Bridgeport, MI | $ 9,975.00 Amendment<br>$ 114,100.00 New Total<br>**FY08** 100% Restricted Funds<br>071B7200257 Additional funds for a three-month option to the contract for a Program Coordinator for the Michigan State Fair |
| 8) | Regency Court Reporting<br>Commerce Township, MI | $ 500,000.00 Amendment<br>$ 1,000,000.00 New Total<br>**FY08-09** 100% General Funds<br>071B7200142 Additional funds for the contract for Legal and Medical Transcription Services, Statewide |

17. DEPARTMENT OF MANAGEMENT AND BUDGET continued

| | | |
|---|---|---|
| 9) | Steven Van Lines, Inc.<br>Lansing, MI | $ 100,000.00 Amendment<br>$ 1,600,000.00 New Total<br>**FY08** 100% General Funds<br>071B2001667 Additional funds for the contract for Moving Office Equipment and Supplies, Statewide |
| 10) | Xerox Corporation<br>Stamford, CT | $ 27,000.00 Amendment<br>$ 1,900,963.53 New Total<br>**FY08-10** 100% Revolving Funds<br>071B8200022 Additional funds for the contract for copier/ printer equipment maintenance for the Department of State Police |

18. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

| | | |
|---|---|---|
| 1) | Contract Food Services, Inc.<br>Battle Creek, MI | $ 126,000.00 Amendment<br>$ 2,060,157.00 New Total<br>**FY08** 60% Federal Funds<br>40% Restricted Funds<br>071B7200236 Additional funds for a one-month extension of the contract for Food Catering Services at the Michigan Youth Challenge Academy |

19. DEPARTMENT OF STATE

| | | |
|---|---|---|
| 1) | Husky Envelope Products<br>Walled Lake, MI | $ 455,000.00 Amendment<br>$ 1,585,859.72 New Total<br>**FY08-09** 97.9% Restricted Funds<br>2.1% General Funds<br>071B3001316 Additional funds for a one-year option to the contract for Printing of Specialty Envelopes |

**SECTION III. RELEASE OF FUNDS TO WORK ORDER**

**SECTION IV. REVISION TO WORK ORDER**

## SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

20. DEPARTMENT OF COMMUNITY HEALTH

1) Carl Hunter $500.00

The claimant (07-SAB-158) requests $500.00 reimbursement for his leather coat lost while under control of the Department. The [illegible] recommends approval of this claim for $200.00.

Tabled

2) Dale Studaker $55.00

The claimant (07-SAB-159) requests $55.00 reimbursement for his San Francisco 49er's jersey lost while under control of the Department. The Department recommends approval of this claim for $55.00.

Approved for $55.00

21. DEPARTMENT OF CORRECTIONS

1) Steven Franks $434.98

The claimant (07-SAB-150) requests $434.98 reimbursement for his eyeglasses broken while performing his job. Department recommends approval of this claim.

22. DEPARTMENT OF NATURAL RESOURCES

1) Jason Tokar $137.00

The claimant (07-SAB-126) requests $137.00 reimbursement for his boots loaned out without his permission. The Department recommends approval of this claim.

23. DEPARTMENT OF STATE

1) Sheila Monty $ 25.00

The claimant (07-SAB-154) requests $25.00 reimbursement for a bounced check charge from her bank due to Secretary of State error. The Department recommends approval of this claim.

23. DEPARTMENT OF STATE continued

2) Anthony Scott $ 50.00

The claimant (07-SAB-155) requests $50.00 reimbursement for making a second trip to the office because a guard would not let him enter the building due to the late time. The Department recommends approval of this claim.

24. DEPARTMENT OF TRANSPORTATION

1) Steven Danz $268.58

The claimant (07-SAB-157) requests $268.57 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends approval of this claim because the Department was aware of it for over thirty days and was unable to fix it in a timely manner.

2) SCMCCI, Inc. $506.75

The claimant (07-SAB-151) requests $506.75 reimbursement for water damage due to an improper curb profile. The Department recommends approval of this claim.

3) Claudette Sinclair $ 75.92

The claimant (07-SAB-156) requests $75.92 reimbursement for damage to her vehicle after hitting a manhole. The Department recommends approval of this claim.

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

**SECTION VII. APPROVAL OF SPECIAL ITEMS**

25. DEPARTMENT OF AGRICULTURE

This is a report of an emergency indemnification payment to Rainbow Ridge Ranch in accordance with Public Act 466 of 1988 and FY07 supplemental legislative appropriation (HB)4494) for $432,803.00. Payment is for the fair market value of a captive deer herd ordered destroyed due to an infestation of Bovine Tuberculosis.

26. DEPARTMENT OF CORRECTIONS

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

Camp Branch of Florence Crane Correctional Facility, 11/13/2007

27. DEPARTMENT OF HUMAN SERVICES

The DHS appropriations bill requires that liens be placed on real property when State Emergency Relief (SER) is issued for mortgage payments, land contract payments, property taxes and home repairs. The lien is required when payments exceed $250.00 on one or a combination of these services. Such payments were made for delinquent taxes, and the recipients have repaid the department in full. The Department is requesting permission from the Board to release the following lien:

$448.34 at N7001 S. Davis Rd, Ironwood, MI

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

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

**FINANCE AND CLAIMS COMMITTEE**
December 11, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

**STATE ADMINISTRATIVE BOARD**
December 18, 2007, 11:00 a.m.
Lake Superior Room
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**This agenda is for general informational purposes only.**
**At its discretion the Finance and Claims Committee may revise**
**this agenda and may take up other issues at the meeting.**

## SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1s. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

| | | |
|---|---|---|
| 1) | SVRC Industries, Inc.<br>Saginaw, MI | $ 103,705.00 Total<br>**FY08** 100% Federal Funds<br>The Grantee will receive funding to administer the Miconnections/Transition in the 21st Century project designed to provide expanded career opportunities in technology-related occupations for transition-aged youth with disabilities by identifying and disseminating evidence-based promising practices throughout Michigan |

## SECTION II. DMB CONTRACTS

Requests approval of the following:

**NEW CONTRACTS**

2s. DEPARTMENT OF COMMUNITY HEALTH

| | | |
|---|---|---|
| 1) | Brogan & Partners<br>Birmingham, MI | $ 12,190,500.00 (3 years)<br>**FY08-11** 50% Federal Funds<br>50% [illegible] Funds<br>071[illegible] Advertising and Creative Services related to several health issues |

Withdrawn at Ad Board

3s. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

| | | |
|---|---|---|
| 1) | JPMorgan Chase<br>Detroit, MI | $ 341,680.50 (3 years)<br>**FY08-11** 100% Federal Funds<br>071I8200015 Direct Deposit and Electronic Payment Card Services for the Unemployment Insurance Agency (UIA) |

**CONTRACT CHANGES**

4s. DEPARTMENT OF INFORMATION TECHNOLOGY

| | | |
|---|---|---|
| 1) | I. Levy & Associates, Inc.<br>St. Louis, MO | $ 200,000.00 Amendment<br>$ 707,572.50 New Total<br>**FY08** 96% Federal Funds<br>4% General Funds<br>071B4200010 Additional funds for enhancements to the Michigan Disability Determination Services System for the Department of Human Services |
| 2) | Unisys<br>Okemos, MI | $ 0.00 Amendment<br>$ 1,437,506.90 New Total<br>**FY08** 98% Restricted Funds<br>2% General Funds<br>071B9000179 One-year extension of the contract for Remittance Processor software to comply with the Centralized Electronic Payment Authorization System (CEPAS) Credit Care Interface for the Department of State |

**SECTION III. RELEASE OF FUNDS TO WORK ORDER**

**SECTION IV. REVISION TO WORK ORDER**

**SECTION V. CLAIMS - PERSONAL PROPERTY LOSS**

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

**SECTION VII. APPROVAL OF SPECIAL ITEMS**

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

**APPROVED**
December 18, 2007

Michigan State
Administrative Board

**COMMITTEE REPORT TO THE**
**STATE ADMINISTRATIVE BOARD**

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

A special meeting of the **Finance and Claims** Committee was held at **10:55 a.m.** on **December 18, 2007** Those present being:

| | | |
|---|---|---|
| Chairperson: | Mary G. MacDowell, representing State Treasurer Kleine | Approved _____ |
| Member: | Iris Lopez, representing Attorney General Cox | Approved _____ |
| Member: | Steve Liedel, representing Governor Granholm | Approved _____ |
| Others: | Patrick F. Isom, Department of Attorney General; Carol Wolenberg, Department of Education; Sherry Bond, James Burris, Elise Lancaster, Craig Orr, Janet Rouse, Deborah Roberts, Department of Management and Budget; John McGraw, Department of Military and Veterans Affairs; Manny Lentine | |

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The Finance and Claims Committee special agenda was presented.

Following discussion, Mr. Liedel moved that the special agenda be recommended to the State Administrative Board for approval. The motion was supported by Ms. Lopez and unanimously adopted.

Ms. MacDowell adjourned the meeting.

# S P E C I A L
# A G E N D A

**FINANCE AND CLAIMS COMMITTEE**
December 18, 2007, 10:55 a.m.
Lake Superior Room, 1st Floor
Michigan Library
and Historical Center

**STATE ADMINISTRATIVE BOARD**
December 18, 2007, 11:00 a.m.
Lake Superior Room, 1st Floor
Michigan Library
and Historical Center

. . . . . .

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

## SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1s. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

| | |
|---|---|
| 1) State-Supported Community Colleges (Listing on file) | $ 389,065.00 Total<br>**FY08** 100% Federal WIA Funds<br>Grants in response to the need for increased training opportunities at the community colleges to increase the number of Michigan residents with a post-secondary training credential to 100,000 over the next three years |

## SECTION II. DMB CONTRACTS

## SECTION III. RELEASE OF FUNDS TO WORK ORDER

## SECTION IV. REVISION TO WORK ORDER

## SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

## SECTION VI. CLAIMS – PERSONAL INJURY LOSS

## SECTION VII. APPROVAL OF SPECIAL ITEMS

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

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Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of December 11, 2007, and the special meeting of December 18, 2007. After review of the forgoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting held December 11, 2007, with item 2s of the supplemental agenda withdrawn by the Department of Management and Budget at the State Administrative Board meeting on December 28, 2007, and the special meeting of December 18, 2007, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

**APPROVED**
December 18, 2007

Michigan State
Administrative Board

**COMMITTEE REPORT TO THE**
**STATE ADMINISTRATIVE BOARD**

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

A regular meeting of the **Building** Committee was held at **11:00 a.m.** on **December 12, 2007.** Those present being:

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

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

Member: Steve Liedel, representing Governor Granholm — Approved _____

Others: Michael Reilly, Department of Attorney General; Sherry Bond, James Burris, Terri Fitzpatrick, Deborah Roberts, Janet Rouse, TeAnn Smith, Department of Management and Budget

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The Building Committee regular agenda was presented.

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

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on December 18, 2007, the contract amount on Item 3 was corrected.***

# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

December 12, 2007 / December 18, 2007
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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

**AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lewis Cass Building - Elevator Upgrades
   File No. 071/05261.FAR – Index No. 53217
   Low Responsive Bidder: Moore Trosper Construction Company, Holt; $1,109,000.00

**Purpose/Business Case**
The purpose of this contract is to provide construction services to upgrade the aging elevator controls and equipment to current codes and ADA compliance.
**Benefit**
The State will benefit from this contract by having the elevators and controls brought up to current codes and ADA compliance thus assuring the safety of the building occupants.
**Funding Source**
100% State Building Authority Funds
**Commitment**
The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.
**Risk Assessment**
Failure to approve this contract may result in continued ongoing maintenance problems. The equipment is non compliant with current codes and ADA.
**Zip Code**
48906

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, MANCELONA – Wickes Manufacturing – Vertical Aquifer Sampling, Soil Sampling & Monitor Well Installation
   File No. 761/07142.RRD – Index No. 47414
   Sole Bidder: Boart Longyear Company, Flint; $830,860.00

**Purpose/Business Case**
The purpose of this contract is to install monitoring wells for aquifer and soil sampling necessary to characterize the contamination plume at this site. The plume is six miles

long and over one mile wide with complex geology. The site is a former manufacturing plant which has been identified by the Agency as a site of environmental contamination. The groundwater at the site is contaminated with chlorinated volatile organic compounds (VOCs). The groundwater plume has migrated off site approximately six miles.

**Benefit**

The state will benefit by having the vertical and horizontal limits of the contaminated aquifer defined and the appropriate measures to protect the environment will be identified.

**Funding Source**

100% Clean Michigan Initiative (CMI)

**Commitment**

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

**Risk Assessment**

Failure to approve this contract will result in the state not defining the extent of the contamination for designing an appropriate remediation system.

**Zip Code**

49659

## AWARD OF CONTRACT FOR PROFESSIONAL SERVICES

3. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAYLING – Camp Grayling Annual Training Site - Company Headquarters and Barracks Replacement
   File No. 511/08008.EEW – Index No. 11619
   Low Responsive Proposal: TowerPinkster, Kalamazoo; $1,311,919.37

**Purpose/Business Case**

The purpose of this contract is to provide professional architectural and/or engineering design services for a new soldier training, soldier support and soldier billeting complex located in the 600 area at Camp Grayling. The project consists of two buildings that gross approximately 168,000 SF each. Each structure will include space for a Battalion and four Company Headquarters, Soldier Billeting, Soldier Dining and Unit Supply rooms. The design must meet the latest U.S. Department of Defense Force Protection requirements and will incorporate structural, building, plumbing, fire protection, mechanical and electrical systems which comply with all current State Construction and Fire Safety Codes.

**Benefit**

The new facilities will be designed to provide military units training at Camp Grayling with the necessary administrative, training, dining, barracks, and storage areas required for them to achieve proficiency in the latest training techniques used by infantry units during offensive and defensive operations on the battlefield.

**Funding**

100% Department of Defense Funds

**Commitment**
The professional services contract will be an hourly 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**
The operational responsibilities of the units assigned to the Michigan National Guard and all other Reserve components utilizing Camp Grayling for training will be negatively impacted if they are not provided adequate up to date facilities. The condition of existing facilities degrades the quality of life that is required to support the increased levels of training of the reserve components.
**Zip Code**
49738

4. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GRAYLING – Camp Grayling Annual Training Site – New Infantry Platoon Battle Course (IPBC)
   File No. 511/08012.EEW – Index No. 21000
   Low Responsive Proposal: Fleis and Vandenbrink Engineering, Inc., Traverse City; $284,330.75

**Purpose/Business Case**
The purpose of this contract is to provide professional architectural and/or engineering design services for the new Infantry Platoon Battle Course (IPBC) at Camp Grayling. The scope includes clearing, grubbing, shaping, obstacle/target emplacement and range support facilities for the 1000 meter by 5000 meter IPBC. All structures must meet the latest U.S. Department of Defense Force Protection requirements and U.S. Army Corps of Engineers specifications. All designs will also comply with all current State Construction and Fire Safety Codes.
**Benefit**
The State will benefit from this contract by having professionally prepared contract documents for the competitive construction bid. The new facility will be designed to provide military units training at Camp Grayling with the latest in training techniques used by infantry units during offensive and defensive operations on the battlefield.
**Funding**
100% Department of Defense Funds
**Commitment**
The professional services contract will be an hourly 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 result in the state not having the bid documents to contract this project. Further this will result in the infantry units assigned to the Michigan National Guard and all other reserve components utilizing Camp Grayling for training, not gaining certification in their respected military specialties. Failure of its members to qualify could result in a unit being dropped from the DOD troop list, which will result in the loss of part time and full time jobs in Michigan.

**Zip Code**
49738

5. DEPARTMENT OF ENVIRONMENTAL QUALITY, VARIOUS LOCATIONS – Environmental Laboratory Testing Services
   File No. 761/08032.SAR – Index No. 45017
   Low Responsive Proposal: Bureau Veritas North America, Inc., Novi; $1,000,000.00

**Purpose/Business Case**
The purpose of this contract is to provide analytical environmental testing services for projects currently being administered by the agency. A number of contaminated sites have been identified in Michigan including sites appearing on the list of contaminated sites authorized by part 201 and Part 213 of the Natural Resources Environmental Protection Act (NREPA), 1994 PA 451, as amended. Key to resolving the contamination problems at these sites are remedial investigations and subsequent feasibility studies. Performing these environmental services require laboratory testing services to analyze samples collected from the contaminated sites.
**Benefit**
The State will benefit by having qualified laboratories which can perform analysis of environmental samples.
**Funding**
100% Clean Michigan Initiative (CMI)
**Commitment**
The contract cost is fixed based on competitive proposals. The amount of the contract is within the authorized total project cost.
**Risk Assessment**
Failure to approve this contract will result in the Department of Environmental Quality environmental cleanup program not achieving its mission. Testing is required to determine the extent of the problem.
**Zip Code**
Various

6. DEPARTMENT OF ENVIRONMENTAL QUALITY, VARIOUS LOCATIONS – Environmental Laboratory Testing Services
   File No. 761/08033.SAR – Index No. 45017
   Low Responsive Proposal: RTI Laboratories, Livonia; $1,000,000.00

**Purpose/Business Case**
The purpose of this contract is to provide analytical environmental testing services for projects currently being administered by the agency. A number of contaminated sites have been identified in Michigan including sites appearing on the list of contaminated sites authorized by part 201 and Part 213 of the Natural Resources Environmental Protection Act (NREPA), 1994 PA 451, as amended. Key to resolving the contamination problems at these sites are remedial investigations and subsequent feasibility studies.

Performing these environmental services require laboratory testing services to analyze samples collected from the contaminated sites.

**Benefit**

The State will benefit by having qualified laboratories which can perform analysis of environmental samples.

**Funding**

100% Clean Michigan Initiative (CMI)

**Commitment**

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

**Risk Assessment**

Failure to approve this contract will result in the Department of Environmental Quality environmental cleanup program not achieving its mission. Testing is required to determine the extent of the problem.

**Zip Code**

Various

7. DEPARTMENT OF ENVIRONMENTAL QUALITY, VARIOUS LOCATIONS – Environmental Laboratory Testing Services
   File No. 761/08034.SAR – Index No. 45017
   Low Responsive Proposal: TriMatrix Laboratories, Inc., Grand Rapids; $1,000,000.00

**Purpose/Business Case**

The purpose of this contract is to provide analytical environmental testing services for projects currently being administered by the agency. A number of contaminated sites have been identified in Michigan including sites appearing on the list of contaminated sites authorized by part 201 and Part 213 of the Natural Resources Environmental Protection Act (NREPA), 1994 PA 451, as amended. Key to resolving the contamination problems at these sites are remedial investigations and subsequent feasibility studies. Performing these environmental services require laboratory testing services to analyze samples collected from the contaminated sites.

**Benefit**

The State will benefit by having qualified laboratories which can perform analysis of environmental samples.

**Funding**

100% Clean Michigan Initiative (CMI)

**Commitment**

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

**Risk Assessment**

Failure to approve this contract will result in the Department of Environmental Quality environmental cleanup program not achieving its mission. Testing is required to determine the extent of the problem.

**Zip Code**

Various

8. DEPARTMENT OF ENVIRONMENTAL QUALITY, VARIOUS LOCATIONS – Environmental Laboratory Testing Services
   File No. 761/08035.SAR – Index No. 45017
   Low Responsive Proposal: TestAmerica, Ann Arbor; $1,000,000.00

**Purpose/Business Case**
The purpose of this contract is to provide analytical environmental testing services for projects currently being administered by the agency. A number of contaminated sites have been identified in Michigan, including sites appearing on the list of contaminated sites authorized by part 201 and Part 213 of the Natural Resources Environmental Protection Act (NREPA), 1994 PA 451, as amended. Key to resolving the contamination problems at these sites are remedial investigations and subsequent feasibility studies. Performing these environmental services require laboratory testing services to analyze samples collected from the contaminated sites.
**Benefit**
The State will benefit by having qualified laboratories which can perform analysis of environmental samples.
**Funding**
100% Clean Michigan Initiative (CMI)
**Commitment**
The contract cost is fixed based on competitive proposals. The amount of the contract is within the authorized total project cost.
**Risk Assessment**
Failure to approve this contract will result in the Department of Environmental Quality environmental cleanup program not achieving its mission. Testing is required to determine the extent of the problem.
**Zip Code**
Various

9. DEPARTMENT OF ENVIRONMENTAL QUALITY, VARIOUS LOCATIONS – Environmental Laboratory Testing Services
   File No. 761/08036.SAR – Index No. 45017
   Low Responsive Proposal: Trace Analytical Laboratories, Inc., Muskegon; $1,000,000.00

**Purpose/Business Case**
The purpose of this contract is to provide analytical environmental testing services for projects currently being administered by the agency. A number of contaminated sites have been identified in Michigan, including sites appearing on the list of contaminated sites authorized by part 201 and Part 213 of the Natural Resources Environmental Protection Act (NREPA), 1994 PA 451, as amended. Key to resolving the contamination problems at these sites are remedial investigations and subsequent feasibility studies. Performing these environmental services require laboratory testing services to analyze samples collected from the contaminated sites.

**Benefit**
The State will benefit by having qualified laboratories which can perform analysis of environmental samples.
**Funding**
100% Clean Michigan Initiative (CMI)
**Commitment**
The contract cost is fixed based on competitive proposals. The amount of the contract is within the authorized total project cost.
**Risk Assessment**
Failure to approve this contract will result in the Department of Environmental Quality environmental cleanup program not achieving its mission. Testing is required to determine the extent of the problem.
**Zip Code**
Various

## REVISIONS TO CONSTRUCTION CONTRACTS

10. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, SHIAWASSEE COUNTY – Shiawassee Readiness Center – Construction of New Shiawassee Readiness Center
    File No. 511/04162.JNS – Index No. 11577
    L.A. Construction Corporation, Flushing; CCO No. 6, Incr. $56,939.87

**Purpose/Business Case**
The purpose of this change order is to compensate the City of Corunna for construction of a sanitary lift station to support the new armory and to cover utility charges in excess of the contract allowance. A gravity flow sewage system of sufficient capacity and efficiency is not available therefore a sewage lift station is required to pump sewage to the existing City of Corunna gravity system.
**Benefit**
The state will benefit by having the ability to pump sewage to the existing City of Corunna system and by having the utilities maintained during construction.
**Funding Source**
100% State Funds (Military Construction Fund)
**Commitment**
These change order costs are actual fixed costs provided by the contractor in response to a bulletin provided by DMVA. The amount of the change order is within the Federal guidelines.
**Risk Assessment**
Failure to approve this change order will result in the new $5.3 million Shiawassee Readiness Center not being able to operate.
**Zip Code**
48817

11. COLLEGES AND UNIVERSITIES, IRON MOUNTAIN – Bay de Noc Community College – Construction of Building and Related Site Work at Bay West Campus
File No. 332/05226.RAA – Index No. 52321
Gundlach Champion, Inc., Houghton; CCO No. 22, Incr. $16,501.99

**Purpose/Business Case**
The purpose of this change order is to insert a 12" flexible connector between fan and ductwork, provide connector resistant to chemical and toxic fumes, remove section of duct and insert flex, provide duct clamp ring support from below the flex connector to roof structure, and install sound attenuator.
**Benefit**
The state will benefit by having the mechanical system operating with the acceptable limits for decibel levels in classroom spaces.
**Funding Source**
100% State Building Authority Funds
**Commitment Level**
The change order costs are not to exceed documented costs provided by the construction contractor in response to bulletins provided by the PSC.
**Risk Assessment**
Failure to approve this change order will result in decibel levels above those recommended for classrooms.
**Zip Code**
49801

12. DEPARTMENT OF ENVIRONMENTAL QUALITY, FORT GRATIOT – Fort Gratiot Sanitary Landfill – Operation and Maintenance
File No. 761/05144.RRD – Index No. 46919
Technical Service Professionals, LLC, Livonia; CCO No. 1, Incr. $101,631.00

**Purpose/Business Case**
The purpose of this contract change order is to modify the construction contract by providing operation and maintenance (O&M) activities for the landfill treatment systems for a period of three years. The systems include cap and cover system, gas venting and monitoring system, storm water collection and discharge systems, leachate collection system and groundwater collection system. The O&M activities are needed to prevent the spread of contamination from the landfill and treat gas and leachate produced by the landfill.
**Benefit**
The state will benefit by the continued abatement of the environmental hazards, protecting the environment and nearby properties.
**Funding Source**
100% Clean Michigan Initiative (CMI)
**Commitment**
The cost of this change order is fixed based on the contractor's quotation provided in response to a bulletin prepared by the PSC. The amount of this change order is within the original authorized budget cost.

**Risk Assessment**
Failure to approve the contract will delay and interrupt the operation and maintenance of the landfill systems and therefore may risk violating environmental regulations, cause the contamination to spread further and create potential harm to the public.
**Zip Code**
48059

**CONVEYANCE OF SURPLUS STATE REAL PROPERTY**

13. THE DEPARTMENT OF MANAGEMENT AND BUDGET (DMB) recommends the conveyance of surplus state real property located in the City of Lansing, Ingham County, Michigan (the "Property") to The Lansing Brownfield Redevelopment Authority (the "Purchaser") for consideration of Four Hundred and Sixty Thousand Dollars ($460,000), which represents fair market value as determined by an independent appraiser.

    The property can be generally described as bounded by Butler Boulevard to the west, Ottawa Street to the south, Sycamore Street to the east and Ionia Street to the north.

    **Legislative Background**

    2007 Public Act 43 (the "Act") authorizes the state administrative board to convey the following property, located in the City of Lansing, Ingham County, Michigan, containing 5.63 acres, more or less, and more particularly described as follows:

    A parcel of land in Block #4 of Claypool's Subdivision and Block #90 of the Original Plat of the City of Lansing, City of Lansing, Ingham County, Michigan, containing part of Lots #1 and 2, and all of Lots #3 and 4 of said Claypool's Subdivision and all of Lots #1, 3, 5 and 6 of said Block #90 of the Original Plat of the City of Lansing, more particularly described as beginning at the northwest corner of said Block #4, Claypool's Subdivision; thence easterly along the north line of said block 344.33 feet; thence southerly parallel to the west line of said block 198.00 feet; thence easterly parallel to the north line of said block 92.26 feet; thence northerly parallel to the west line of said block 198.00 feet to the north line of said block; thence easterly along said north line 140.92 feet to the northwest corner of said Block #90 of the Original Plat; thence continuing easterly on the north line of said block 161.21 feet to the east line of said block; thence southerly along said east line 65.79 feet to the southeast corner of Lot 1 of said block; thence westerly 160.56 feet on the south line of said Lot 1 to the west line of said block; thence southerly 66.60 feet on said west line to the northwest corner of Lot 3 of said block; thence easterly 159.91 feet on the north line of said Lot 3 to the east line of said block; thence southerly on said east line 65.78 feet to the northeast corner of Lot 4, thence westerly 159.26 feet along the north line of Lot 4, thence southerly 65.42 feet along the west line of said block to the northwest corner of Lot 5, thence easterly 158.84 feet along the north line of Lot 5 to the east line of said block, thence southerly 132.44 feet along said

east line to the south line of said block; thence westerly on said south line 157.33 feet to the southeast corner of said Lot 2, Block #4 of Claypool's Subdivision; thence continuing westerly 178.75 feet on the south line of said block; thence northerly parallel to the west line of said block 148.50 feet; thence westerly parallel to the south line of said block 55.00 feet; thence southerly parallel to the west line of said block 148.50 feet to the south line of said block; thence westerly on said south line 348.74 feet to the west line of said block; thence northerly on said west line 396.00 feet to the point of beginning, containing 5.63 acres.

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.

The state shall not reserve oil, gas, or mineral rights to the parcels of property conveyed under this section. However, the conveyances authorized under this section shall provide that, if the purchaser or any grantee develops any oil, gas, or minerals found on, within, or under the conveyed property, the purchaser or any grantee shall pay the state 1/2 of the gross revenue generated from the development of the oil, gas, or minerals. This payment shall be deposited in the general fund.

The Attorney General has approved the quitclaim deed as to legal form.

**Purpose/Business Case**

The recommended conveyance satisfies the criteria set forth in PA 43 of 2007. The property has been declared surplus and is not being utilized. The recommended conveyance returns the property to productive use. The City of Lansing has prepared an RFP to secure a developer to build multi-family housing at this site. The property is being sold for fair market value.

**Benefit**

The approval of this recommendation will generate revenue to the State, benefit the local community by providing additional housing, provides a productive reuse of State surplus property, and relieves the State of further ownership responsibilities, including costs to maintain and secure the property.

**Funding Source/Commitment Level**

N/A

**Risk Assessment**

Failure to dispose of this property will expose the State of Michigan to the continued costs and liabilities associated with maintaining and securing the property.

**Zip Code**

48915

14. THE DEPARTMENT OF MANAGEMENT AND BUDGET (DMB) recommends the conveyance of surplus State real property described below and located in Flint Township, Michigan (The “Property”) to Carmen-Ainsworth Community Schools, for consideration of $1.00. The Office of the Attorney General has approved the quitclaim deed as to legal form.

**Background**

The reverter clause in the State’s deed to the property described below (recorded in Liber 1216 of Deeds, Page 220, Genesee County records and dated July 20, 1954) authorizes the State Administrative Board to convey the following property, located in the Township of Flint, County of Genesee, Michigan.

Part of government Lot No.2, Section 15, T7N, R6E, Township of Flint: Commencing at the Southwest corner of Section 15, thence South 86°35”30” East 330.64 feet; thence North 3°24’30” East 60 feet, as a place of beginning: thence North 3°24’30” East 200 feet; thence South 86°35”30” East 315 feet; thence South 3°24’30” West 85 feet; thence South 48°24’30” West 163.82 feet; thence North 86°35’30” West 200 feet to the point of beginning. Subject to easements and restrictions of record.

**Purpose/Business Case**
The Department of State Police stopped using the site as a State Police Post in 1996. The 1954 deed by which the State acquired the property provides in that case, that the property must revert back to the previous owner, School District No. 5 of the Township of Flint, as succeeded by Carmen Ainsworth Community Schools. The recommended conveyance satisfies the triggered reverter clause in the deed. DMB has been working with the School District and MDOT, who now has control of the property through an option agreement.
**Benefit**
This conveyance will allow the state to meet its deed reverter clause obligations while also allowing the property to be available for productive reuse as an MDOT park and ride site and to accommodate needed enhancements to an adjacent expressway on-ramp.
**Funding Source/Commitment Level**
N/A
**Risk Assessment**
Failure to approve this sale would preclude the State from meeting its legal obligation under the State’s deed reverter clause, extend the State’s responsibility for maintaining the property and inhibit the property’s potential for productive reuse as an MDOT facility.
**ZIP Code**
48532

15. THE DEPARTMENT OF MANAGEMENT AND BUDGET (DMB) recommends the conveyance of surplus State real property described below and located in Flint Township, Michigan (The “Property”) to Carmen-Ainsworth Community Schools, for consideration of $1.00. The Office of the Attorney General has approved the quitclaim deed as to legal form.

**Legislative Background**

1997 Public Act 11 (The “Act”) authorizes the State Administrative Board to convey the following property, located in the Township of Flint, County of Genesee, Michigan.

A parcel of land in the Southwest ¼ of Section 15, T7N,R6E, Flint Township, Genesee County, Michigan, also being a part of Government Lot 2 and more particularly described as follows: Commencing at the Southwest corner of said Section 15; thence S 86°35’30”E 330.64 feet on the South line of said Section 15; thence N 09°24’30”E 260.00 feet to the point of beginning of this description; thence N 3°24’30” E 50 feet, thence S 86°35”30”E 315 feet, to the Westerly right-of-way line of I-75; thence S 03°24’30”W 50 feet, on said Westerly right-of-way; thence N 86°35’30” W 315 feet to the point of beginning. Subject to 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. This conveyance will be permanent and reserves an undivided 50% interest in any mineral royalties rights to the State.

**Purpose/Business Case**
The Department of State Police stopped using the site as a State Police Post in 1996. Most of the former post site reverts to the Carmen Ainsworth School District by reverter deed. PA 11 of 1997 provides that the final remnant of that former MSP post, as described above, be conveyed to the Carmen Ainsworth School District as well.
**Benefit**
This conveyance, in tandem with a companion conveyance of an adjacent parcel via exercise of a deed reverter clause, keeps the former MSP Flint post property whole and fully viable for productive reuse while also precluding the creation of a newly isolated and unusable parcel for the State.
**Funding Source/Commitment Level**
N/A
**Risk Assessment**
Failure to approve this sale would saddle the state with an isolated, unneeded parcel that better serves the public interest if conveyed to the Carmen Ainsworth School District along with the rest of the former Flint MSP Post site.
**ZIP Code**
48532

## ACQUISITION OF REAL PROPERTY

16. THE DEPARTMENTS OF STATE POLICE (DSP) AND MANAGEMENT AND BUDGET (DMB) recommend the acquisition of real property located in Osceola Township, Houghton County, Michigan, commonly known as the Calumet State Police Post ("the Property").

**Legislative Background**

2007 Public Act 130 (the "Act") authorizes the purchase of the following Property for Four Hundred Fifty Thousand Dollars ($450,000):

Parcel One:
A parcel of land in the SE ¼ of the SW ¼ of Section 26, T56N-R33W, Osceola Township, Houghton County, Michigan and described as follows: Beginning on the center line of Highway US-41 at a point N30° -26' -24"W 1066.80 feet from the S ¼ corner of Section 26, T56N-R33W; thence N60° -26' -00" W 385.00 feet to a 1" O.D. capped pipe; thence N33° -28' -22" E 239.59 feet; thence N89° -40' -16" E 405.84 feet to the center line of Highway US-41; thence along the centerline of Highway US-41 441.74 feet following the arc of a 5,729.65 foot radius curve to the right with a chord bearing S 27° -22' -51" W a distance of 441.63 feet to the Point of Beginning and containing 2.91 acres more or less.

Parcel Two:
A parcel of land in the NE ¼ of the SW ¼ of Section 26, T56N-R33W, Osceola Township, Houghton County, Michigan and described as follows: Commencing at the S ¼ corner of Section 26, T56N-R33W; thence run N 30° -26' -24" W 1,066.80 feet to the centerline of Highway US-41; thence along the centerline of Highway US-41 441.74 feet following the arc of a 5,729.65 foot radius curve to the left with a chord bearing N 27° -22' -51" E a distance of 441.63 feet to the Point of Beginning; thence S 89° -40' -16" W 405.84 feet; thence N 33° -28' -22" E 96.45 feet to a 1 inch O.D. capped pipe on the Southerly Right of Way line of the County Road; thence along the Southerly Right of Way of the County Road S 78° -42' -36" E 362.97 feet to the centerline of Highway US-41; thence along the centerline of Highway US-41 7.80 feet following the arc of a 5,729.65 foot radius curve to the right and chord bearing S 25° -08' -00" W a distance of 7.80 feet; to the Point of Beginning, and containing 0.40 acres more or less.

**Purpose/Business Case**
The recommended acquisition is a Michigan State Police Post building, constructed as a build-to-suit in 1996, and leased to the State for the last ten years. It includes 4,900 square feet of office space and a 1,400 square foot garage. The cost to purchase the building is approximately ½ the cost to lease it. The use of the building by other state agencies, such as DEQ, is being explored to maximize utilization of the facility.

**Benefit**
The State will reduce annual space costs for this facility from an estimated $157,000 to $77,000 and secure long-term space with ownership ability to control costs.
**Funding Source/Commitment Level**
$450,000
**Risk Assessment**
The risk of not acquiring the building is the inability to lower and control costs.
**Zip Code**
49913

**RENEWAL OF LEASE FOR PRIVATE PROPERTY**

17. DEPARTMENT OF STATE POLICE, GRAND RAPIDS - Renewal of Lease #7076-2006 effective March 1, 2008, through February 28, 2018, with Hillcrest Center II, LLC, a Limited Liability Company, 11371 Oak Grove Road, Grand Haven, MI 49417, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee, for 8,925 square feet of office space located at 588 Three Mile Road NE, Grand Rapids, MI 49544. The annual per square foot rental rate for this space is $16.50 ($12,271.88 per month). Effective March 1, 2013, through February 28, 2018, the annual per square foot rental rate for this space is $17.36 ($12,911.50 per month). This rate does not include utilities or janitorial services. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**
The space is utilized by the Department of State Police and continues to meet their operational needs. The previous lease did not contain any renewal options.
**Benefit**
Renewal of this Lease allows the Department to remain at the current location and avoid relocation costs. The rental rate is within the current market rate for comparable space in Grand Rapids.
**Funding Source**
100% General 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 bring about increased costs if they are required to relocate.
**Zip Code**
49544

## RECOMMENDATION FOR CONTRACT CHANGE ORDER

18. DEPARTMENT OF COMMUNITY HEALTH, LANSING - CCO #14 for Lease #11080 approved by the State Administrative Board on December 7, 2004, Item #38 between Boji Group of Lansing, LLC, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Community Health, as Lessee. This CCO provides for replacement of carpet with sheet flooring in high traffic area, as requested by the Department of Community Health at a cost not-to-exceed $7,415.19. The space is located at 201 Townsend, Lansing, MI 48933

**Purpose/Business Case**
The purpose of this CCO is for removal of carpet tiles in a high traffic area that are so badly stained they cannot be cleaned and replacement with sheet flooring on the 3rd floor of the Capitol View Building, between the Commission for the Blind Concession Stand and the Vital Records Lobby.
**Benefit**
This CCO allows for maintaining a clean, healthy environment for the staff and visiting public. This request complies with the requirement of Executive Directive 2007-17 that a purchase be necessary to protect the health, safety, or welfare of Michigan citizens or visitors.
**Source of Funds**
100% General Fund
**Commitment Level**
Present through October 31, 2026; however, this Lease contains an Executive New cancellation clause with 90-days notice.
**Risk Assessment**
Non-approval of this CCO will hinder the Department from providing a clean, healthy and professional appearing environment.
**Zip Code**
48933

## RESOLUTION OF THE STATE ADMINISTRATIVE BOARD

19. Resolution of the State Administrative Board Approving Construction and Completion Assurance Agreements, Conveyances of Property and Leases for Certain Facilities

**Legislative Background**

| Project | Public Act | Total Cost | SBA Share | University Share | GF/GP Share | Concurrent Resolution | Date Approved |
|---|---|---|---|---|---|---|---|
| Alpena CC Instructional Addition/ Renovation | PA10 of 2005<br>PA297 of 2005 | $4,105,500 | $1,667,300 | $2,438,000 | $200 | SCR 46 of 2006<br>HCR 34 of 2007 | 6/27/06<br>11/29/07 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Macomb CC Emergency Services Training Center | PA45 of 2001 | 8,683,000 | 3,272,300 | 5,410,500 | 200 | SCR 18 of 2005 HCR 32 of 2007 | 6/1/05 11/29/07 |
| Macomb CC Health Sciences and Technology Building | PA10 of 2005 PA297 of 2005 | 12,000,000 | | 6,000,000 | 200 | HCR 31 of 2007 | 11/29/07 |
| U of M Ann Arbor Observatory Lodge Renovation | PA10 of 2005 PA297 of 2005 | 11,500,000 | 7,819,800 | 3,680,000 | 200 | HCR 37 of 2007 | 11/29/07 |
| Western MI University Brown Hall Renovations | PA10 of 2005 PA297 of 2005 | 14,800,000 | 9,499,800 | 5,300,000 | 200 | HCR 30 of 2007 | 11/29/07 |

**Purpose/Business Case**

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreements between the State Building Authority, State of Michigan, and College/University and the conveyance of the Facility to the Authority, and the form of the Lease.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

**Benefit**

The approval of this resolution will allow the State Building Authority to relieve the cash flow strain on the College/University and finance the Authority's share of the project with short-term commercial paper notes.

**Funding Source/Commitment Level and Zip Code**

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition/renovation phase of the project. At project completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

Alpena Community College Instructional Addition/Renovation
$111,000 - $145,000
Zip 49707

Macomb Community College Emergency Services Training Center
$218,000 - $285,000
Zip 48093
Macomb Community College Health Sciences and Technology Classroom Building
$404,000 - $528,000
Zip 48093
University of Michigan Ann Arbor Observatory Lodge Renovations
$521,000 - $681,000
Zip 48109
Western Michigan University Brown Hall Renovations
$633,000 - $828,000
Zip 49008

**Risk Assessment**

Without approval of this resolution, the SBA cannot relieve the cash flow strain on the College/University and the project cannot be bonded or conveyed to the SBA.

20. Resolution of the State Administrative Board Approving a Completion Assurance Agreement and a Lease for the Department of Management and Budget State Facility Preservation Projects-Phase I and II Group E Special Maintenance Projects

**Legislative Background**

| Project | Public Act | Total Cost | SBA Share | University Share | GF/GP Share | Concurrent Resolution | Date Approved |
|---|---|---|---|---|---|---|---|
| DMB State Facility Preservation Projects Group E | PA10 of 2005 PA297 of 2005 | 47,296,000 | 47,296,000 | N/A | 0 | HCR 35 | 11/29/07 |

**Purpose/Business Case**

The purpose of this resolution is to approve the form of the Completion Assurance Agreement between the State Building Authority and the State of Michigan, the conveyance of the Facility to the Authority, and the form of the Lease.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

**Benefit**

The approval of this resolution will allow the State Building Authority to relieve the cash flow strain on the Common Cash Fund and finance the Authority's share of the project with short-term commercial paper notes.

**Funding Source/Commitment Level and Zip Code**

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition/renovation phase of the project. At project completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated

annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

Department of Management and Budget State Facility Preservation Projects Phases I & II Group E
$3,636,000 - $4,605,000
Zip 48933

**Risk Assessment**

Without approval of this resolution, the SBA cannot relieve the cash flow strain on the Common Cash Fund and the project cannot be bonded or conveyed to the SBA.

21. Resolution of the State Administrative Board Approving a Construction and Completion Assurance Agreement, a Conveyance of Property and a Lease for the Department of Information Technology Michigan Public Safety Communication System Critical Platform Upgrades

**Legislative Background**

| Project | Public Act | Total Cost | SBA Share | University Share | GF/GP Share | Concurrent Resolution | Date Approved |
|---|---|---|---|---|---|---|---|
| DIT Michigan Public Safety Upgrades | PA10 of 2005 | $13,525,482 | $13,525,382 | N/A | $100 | HCR 44 | 11/29/07 |

**Purpose/Business Case**

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreement between the State Building Authority and the State of Michigan and the conveyance of the Facility to the Authority, and the form of the Lease. The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

**Benefit**

The approval of this resolution will allow the State Building Authority to relieve the cash flow strain on the Common Cash Fund and finance the Authority's share of the project with short-term commercial paper notes.

**Funding Source/Commitment Level and Zip Code**

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition/renovation phase of the project. At project completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

Department of Information Technology Michigan Public Safety Communications System Critical Platform Upgrades
$1,420,000 - $1,700,000
Zip 48933

**Risk Assessment**
Without approval of this resolution, the SBA cannot relieve the cash flow strain on the Common Cash Fund and the project cannot be bonded or conveyed to the SBA.

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Ms. MacDowell presented the Building Committee Report for the regular meeting of December 12, 2007. After review of the forgoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held December 12, 2007, be approved and adopted with a correction to the contract amount on Item 3 at the State Administrative Board meeting on December 18, 2007. The motion was supported by Ms. Wolenberg and unanimously approved.

**APPROVED**
December 18, 2007

Michigan State
Administrative Board

**COMMITTEE REPORT TO THE**
**STATE ADMINISTRATIVE BOARD**

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

A regular meeting of the **Transportation and Natural Resources** Committee was held at **3:30 p.m.** on **December 12, 2007**. Those present being:

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

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

Member: James Shell, representing Attorney General Cox — Approved _____

Others: Chris Antieau, Department of Environmental Quality; Sherry Bond, Janet Rouse, Department of Management and Budget; Keith Brown, Connie Hanrahan, Judy Kransz, Amy Meldrum, Patrick Scarlett, Betsy Steudle, Department of Transportation

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There was no Department of Natural Resources agenda presented.

The Department of Environmental Quality agenda was presented.

Following discussion, Mr. Shell moved that the Environmental Quality agenda be recommended to the State Administrative Board for approval. Supported by Mr. Hofmeister, the motion was unanimously adopted.

The Department of Transportation regular and supplemental agendas were presented.

Following discussion, Mr. Shell moved that the Transportation regular and supplemental agenda be recommended to the State Administrative Board for approval with a revised writeup for Item 16 of the regular agenda. Supported by Mr. Hofmeister, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

*Continued on page 2*

***At the State Administrative Board meeting on December 18, 2007, Item 89 of the regular Transportation agenda was withdrawn by the Department of Transportation.***

# AGENDA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

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

| | |
|---|---|
| Transportation and Natural Resources Committee | December 12, 2007 |
| State Administrative Board | December 18, 2007 |

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

## SUBMERGED LANDS

1. Proposed Private Use Agreement (0.45 acre) of Lake Michigan public trust bottomlands in East Bay Township, Grand Traverse County.

   Applicant: Sugar Beach Villas (DEQ File LM 258)

   Consideration: $2,900 annual fee

2. Proposed Private Use Agreement (0.28 acre) of Lake Michigan public trust bottomlands in East Bay Township, Grand Traverse County.

   Applicant: Sugar Beach Resort (DEQ File LM 256)

   Consideration: $1,100 annual fee

3. Proposed Private Use Agreement (0.29 acre) of Lake Michigan public trust bottomlands in East Bay Township, Grand Traverse County.

   Applicant: Villas at Grand Beach (DEQ File LM 257)

   Consideration: $1,100 annual fee

4. Proposed Bottomland Deed (0.11 acre) of filled Lake Huron public trust bottomlands in Clark Township, Mackinac County.

| | |
|---|---|
| Applicant: | Hessel Bay Boat Works Inc. dbs Mertaugh Boat Works Inc. (DEQ File LH 476) |
| Consideration: | $900 fee |

_____ _____

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

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: December 12, 2007– Lake Erie Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 18, 2007 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

## CONTRACTS

1. HIGHWAYS (Real Estate) - Resolution "A" (Conservation Easement – Wetland Mitigation Site)
Control Section 70013, Job Number 56066C, Parcel 50

The subject tract is located in the township of Robinson, Ottawa County, Michigan, and contains approximately 11.29 acres. MDOT is proposing to convey a conservation easement to the Michigan Department of Environmental Quality (MDEQ). The conservation easement is required for MDOT and MDEQ to enter into a wetland mitigation site agreement on the subject property. The conservation easement is required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. No money will be exchanged in the conveyance of this conservation easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division.

**Criticality:** The conservation easement is required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites.
**Purpose/Business Case:** MDOT is proposing to convey a conservation easement to MDEQ for a parcel of land used for wetland mitigation in order to comply with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. The easement will provide for permanent protection of the created wetlands.
**Benefit:** By conveying the conservation easement on the subject property, MDOT will be complying with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within 60 days of permit issuance.
**Funding Source:** No money will be exchanged in the conveyance of this conservation easement.
**Commitment Level:** N/A.
**Risk Assessment:** MDOT is required under permit conditions to convey a conservation easement on this parcel to MDEQ.
**Cost Reduction:** N/A.
**New Project Identification:** N/A.
**Zip Code:** 49417.

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

Authorization (33095-102224) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the addition of half-roadway gates and the upgrade of the flashing-light signals at the grade crossing of Holmes Street in the city of Lansing, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Lansing and approved on October 22, 2007. The project cost is estimated at $175,000. Source of Funds: Federal Highway Administration (FHWA) Funds- $105,000; FY 2008 State Restricted Trunkline Funds - $70,000.

**Criticality:** In October 2007, members of a review team determined that the existing active warning devices needed to be upgraded and supplemented with half-roadway gates to provide appropriate warning for motorists. An administrative order is expected to be issued soon requiring CSX to make the safety enhancements.
**Purpose/Business Case:** To add half-roadway gates and upgrade the flashing-light signals at the existing grade crossing of CSX with Holmes Street in the city of Lansing, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.
**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Lansing, CSX, and MDOT's Rail Safety Section.
**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). FHWA Funds- $105,000; FY 2008 State Restricted Trunkline Funds- $70,000.
**Commitment Level:** The contract cost is based on a field estimate. All costs will be paid on a force account basis.
**Risk Assessment:** If this authorization is not approved, the identified safety risks will not be addressed.
**Cost Reduction:** The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Lansing.
**Selection:** N/A.
**New Project Identification:** This is an upgrade to an existing crossing.
**Zip Code:** 48912.

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

Authorization (81019-102238) under Master Agreement (94-0806), dated August 15, 1994, between MDOT and the Ann Arbor Railroad (AA) will provide funding for the installation of side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the grade crossing of Platt Road in Washtenaw County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Washtenaw County Road Commission and approved on October 10, 2007. The project cost is estimated at $192,893.72. Source of Funds: Federal Highway Administration (FHWA) Funds - $115,736.23; FY 2008 State Restricted Trunkline Funds - $77,157.49.

**Criticality:** In October 2007, members of a review team determined that the existing passive warning devices needed to be replaced with side-of-street flashers and half-roadway gates to provide appropriate warning for motorists. An administrative order is expected to be issued soon requiring AA to make the safety enhancements.
**Purpose/Business Case:** To install side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of AA with Platt Road in Washtenaw County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.
**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Washtenaw County Road Commission, AA, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds - $115,736.23; FY 2008 State Restricted Trunkline Funds - $77,157.49.
**Commitment Level:** The contract cost is based on AA's detailed estimate. All costs will be paid on a force account basis.
**Risk Assessment:** If this authorization is not approved, the identified safety risks will not be addressed.
**Cost Reduction:** The work will be performed by AA on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of AA and the Washtenaw County Road Commission.
**Selection:** N/A.
**New Project Identification:** This is an upgrade to an existing crossing.
**Zip Code:** 48160.

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

Amendatory Contract (2006-0193/A1) between MDOT and the Mackinac Island State Park Commission (MISPC) will increase the contract amount by $7,076 due to higher than anticipated costs associated with the relocation of the electrical vault. The original contract provides for the design and construction for the expansion of the terminal building (phase 1), a new electrical vault, and paint marking and for the collection of aerial survey data for the update of the airport layout plan at the Mackinac Island Airport on Mackinac Island, Michigan. The contract term remains unchanged, March 29, 2006, through March 28, 2026. The revised contract amount will be $303,639. Source of Funds:

| | Previous Total | Total Increase | Revised Total |
|---|---|---|---|
| Federal Aviation Administration Funds | $237,250 | $5,661 | $242,911 |
| State Restricted Aeronautics Funds | $ 59,313 | $1,415 | $ 60,728 |
| Total | $296,563 | $7,076 | $303,639 |

**Criticality:** This project is in the closeout process. A delay would disrupt the closeout schedule.
**Purpose/Business Case:** To increase the contract amount by $7,076 to cover higher than anticipated costs associated with the relocation of the electrical vault.
**Benefit:** Will provide the additional funding needed to close the project.
**Funding Source:** 80% Federal Aviation Administration Funds and 20% MISPC Funds.
**Commitment Level:** The contract is for a fixed cost.
**Risk Assessment:** The risk of not awarding the amendment is the loss of additional federal funding for this project.
**Cost Reduction:** The project was bid locally and awarded to the lowest bidder.
**Selection:** N/A.
**New Project Identification:** This is an amendment to an existing project.
**Zip Code:** 49757.

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

Amendatory Contract (2006-0535/A1) between MDOT and the City of Mt. Pleasant will increase the contract amount by $11,000 due to higher than anticipated costs associated with the expansion of the apron. The original contract provides for the expansion of the apron and taxiway at the Mt. Pleasant Municipal Airport in Mt. Pleasant, Michigan. The contract term remains unchanged, August 25, 2006, through August 24, 2026. The revised contract amount will be $206,225. Source of Funds:

| | Previous Total | Total Increase | Revised Total |
|---|---|---|---|
| Federal Aviation Administration Funds | $156,180 | $ 8,800 | $164,980 |
| State Bond Funds | $ 34,164 | $ 1,925 | $ 36,089 |
| City of Mt. Pleasant Funds | $ 4,881 | $ 275 | $ 5,156 |
| Total | $195,225 | $11,000 | $206,225 |

**Criticality:** The project is in the closeout process. A delay in approving the amendment would disrupt the closeout schedule.
**Purpose/Business Case:** To increase the contract amount by $11,000 to cover the costs associated with the expansion of the apron. The increase is attributed to the final bituminous pavement work item quantities and actual costs for design and construction engineering services. The original costs were based on estimates.
**Benefit:** Will provide the additional funding needed to close the project
**Funding Source:** 80% Federal Aviation Administration Funds; 17.5% State Bond Funds; 2.5% City of Mt. Pleasant Funds.
**Commitment Level:** The contract is for a fixed cost.
**Risk Assessment:** The risk of not awarding the amendment is the loss of additional federal funds for this project. In addition, the City of Mt. Pleasant would be responsible for the additional costs. The city cannot afford the additional costs without federal and state assistance.
**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 contract.
**Zip Code:** 48858.

6. AERONAUTICS AND FREIGHT (Aeronautics) – Installation of Automated Weather Observation System

Contract (2008-0071) between MDOT and the City of Midland will provide federal and state grant funds for the installation of an automated weather observation system (AWOS) at the Jack Barstow Airport in Midland, 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 $135,000. Source of Funds: FAA Funds (via block grant) - $108,000; State Bond Funds - $23,625; City of Midland Funds - $3,375.

**Criticality:** The installation of the AWOS will enhance airport operational safety and improve the efficiency of aviation operations. The accurate, timely information provided by the system is essential to the safe operation of the airport since weather conditions often rapidly change. The information provided is beneficial to both air traffic and those on the ground. Delaying the project could impact airport safety and landing operations.
**Purpose/Business Case:** To provide for the installation of an AWOS. The AWOS system is an electronic system with sensors that measures weather conditions and reports them via a transmitter and telephone connections.
**Benefit:** The AWOS will provide essential weather data to pilots for flight decisions and to the National Weather Service for coverage of weather conditions across the country.
**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Midland Funds.
**Commitment Level:** The contract is for a fixed cost.
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
**Cost Reduction:** The equipment will be bid through MDOT and awarded to the lowest bidder.
**Selection:** N/A.
**New Project Identification:** This is a new project.
**Zip Code:** 48640.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Airport User Survey

Contract (2008-0079) between MDOT and the Frankfort City-County Airport Authority will provide federal and state grant funds for the conduct of an airport user survey at the Dow Memorial Airport in Frankfort, 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 three years. The estimated project amount will be $22,000. Source of Funds: FAA Funds (via block grant) - $17,600; State Bond Funds - $3,850; Frankfort City-County Airport Authority Funds - $550.

**Criticality:** The user survey will provide documentation for the current and future use of the airport by determining the types of aircraft that use or will use the airport. This information is critical for airport design purposes. The survey will also provide justification for future construction needs based on the types of aircraft using the airport. Delaying the project could hinder local planning efforts and future construction projects.
**Purpose/Business Case:** To provide for the performance of an airport user survey to document airport use by based and visiting aircraft.
**Benefit:** Will assist in future airport development.
**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Frankfort City-County Airport Authority Funds.
**Commitment Level:** The contract is for a fixed cost.
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.
**Selection:** N/A.
**New Project Identification:** This is a new project.
**Zip Code:** 49635.

8. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Airport Improvements

Contract (2008-0080) between MDOT and the Marquette County Board of Commissioners will provide federal and state grant funds for the undertaking of improvements to the terminal parking lot and the rehabilitation of the hangars at the Sawyer International Airport in Marquette, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be $2,702,491. Source of Funds: FAA Funds - $2,567,366; State Bond Funds - $67,562; Marquette County Funds - $67,563.

**Criticality:** The terminal parking lot improvements will increase airport safety and security by providing a dedicated and controlled environment for the general public parking area, the airport staff parking area, and the rental car parking area. The hangar rehabilitation will continue the conversion of the facilities from military to civilian use. Delaying the project could impact the safety and security of the airport.
**Purpose/Business Case:** To provide for the conversion of the former military base to civilian use through the FAA Military Airport Program (MAP). This project entails the design and construction of improvements to the terminal parking lot and the rehabilitation of the hangars.
**Benefit:** Will increase airport safety and stimulate the economic environment for the area.
**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% Marquette County Funds.
**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.
**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.
**Cost Reduction:** The construction will be bid through MDOT and awarded to the lowest bidder.
**Selection:** N/A.
**New Project Identification:** This is a new project.
**Zip Code:** 49841.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing

Contract (2008-0081) between MDOT and the City of Three Rivers will provide federal and state grant funds for airport crack sealing at the Three River Municipal-Dr. Haines Airport in Three Rivers, 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 $13,000. Source of Funds: FAA Funds (via block grant) - $10,400; State Bond Funds - $2,275; City of Three Rivers Funds - $325.

**Criticality:** Cracks occur periodically in pavement. Sealing the cracks extends the life of the pavement and reduces future repairs and costly rehabilitation. Preservation of the pavement will assist in keeping the airport open for traffic during the 2008 calendar year. Delaying the project could impact airport safety.
**Purpose/Business Case:** To provide for airport crack sealing.
**Benefit:** Will enhance the airport safety.
**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Three Rivers Funds.
**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
**Cost Reduction:** The project was bid locally and awarded to the lowest bidder.
**Selection:** N/A.
**New Project Identification:** This is a new project.
**Zip Code:** 49093.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2008-0082) between MDOT and Suburban Holdings, Inc., will provide state grant funds for the relocation of the threshold on runway 27, including the precision approach path indicators (PAPI), and for the update of the airport layout plan (ALP) at the Toledo Suburban Airport in Lambertville, 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 $200,000. Source of Funds: State Restricted Aeronautics Funds - $190,000; Suburban Holdings, Inc., Funds - $10,000.

**Criticality:** This project is mandated by the FAA for operational safety reasons. It will enhance airport safety and capacity for aeronautical activity. Delaying the project could impact airport safety.
**Purpose/Business Case:** To provide for the relocation of the threshold on runway 27, including the PAPI, and the update of the ALP. The threshold needs to be moved in order to have clear approaches for aircraft operations.
**Benefit:** The airport improvements will enhance airport safety. The updated ALP will meet current FAA standards and requirements.
**Funding Source:** 95% State Aeronautics Funds and 5% Suburban Holdings, Inc., Funds.
**Commitment Level:** The contract is for a fixed cost.
**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without state assistance.
**Cost Reduction:** The construction was bid locally and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.
**Selection:** N/A.
**New Project Identification:** The relocation of the threshold is a new project. The ALP is an update to an existing document. This project is 50 percent new work and 50 percent rehabilitation of existing infrastructure.
**Zip Code:** 49267.

11.-15. *ATTORNEY GENERAL - Special Assistant Attorneys General

The following contracts between MDOT and the following attorneys will provide for Special Assistant Attorneys General to represent MDOT in the defense of tort claims in accordance with appointments by and under the direction and supervision of the Office of the Attorney General, Transportation Division. The contracts will be in effect from January 1, 2008, through December 31, 2009. Each attorney will be paid at a rate of $90 per hour with a maximum contract amount of $30,000, plus actual reasonable out-of-pocket expenses. Source of Funds: Federal Highway Administration Funds and/or State Restricted Trunkline Funds, depending on the particular project.

| | Contract Number | Special Assistant Attorney General | Amount |
|---|---|---|---|
| 11. | 2008-0074 | Timothy A. Bahorski | $30,000 |
| 12. | 2008-0075 | Michael J. Hackett | $30,000 |
| 13. | 2008-0076 | Richard P. Smith | $30,000 |
| 14. | 2008-0077 | Theodore N. Williams, Jr. | $30,000 |
| 15. | 2008-0078 | Anthony R. Wittbrodt, II | $30,000 |

**Criticality:** Special Assistant Attorneys General are necessary to assist the Office of the Attorney General, Transportation Division, in providing legal services for the defense of tort claims brought against MDOT.
**Purpose/Business Case:** To provide for legal services to be performed under the direction of the Office of the Attorney General, Transportation Division, to defend MDOT from tort claims under the highway exception to governmental immunity, MCLA 691.1402.
**Benefit:** Will provide services that will result in a lower level of risk to MDOT.
**Funding Source:** Federal Highway Administration Funds and/or State Restricted Trunkline Funds, depending on the particular project.
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
**Risk Assessment:** Without adequate legal services, there may be an increase in the level of risk to MDOT.
**Cost Reduction:** N/A.
**Selection:** N/A.
**New Project Identification:** The current contracts for the Special Assistant Attorneys General will expire on December 31, 2007. It is necessary to have new contracts executed by January 1, 2008, so that the attorneys may continue to work on their assigned caseloads.
**Zip Code:** 48909.

16. HIGHWAYS - Time Extension

Amendatory Contract (2000-0060/A10) between MDOT and HNTB Michigan, Inc., will extend the contract term by two years to provide sufficient time for the consultant to complete the design services. The additional time is needed to allow for the continuation of design services for the remainder of the Ambassador Gateway Project, which includes traffic modeling needs for the Detroit freeway system to continue to simulate dynamic construction closure impacts and the final design of two related construction contracts. The original contract provides for the design of I-75 and I-96 from West Grand Boulevard to the Conrail overpass (Ambassador Bridge Gateway Project) in Wayne County. The revised contract term will be April 12, 2000, through January 6, 2010. The contract amount remains unchanged at $22,778,913.10. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** It is critical that this time extension be approved at this time to allow the continuation of services for the final design portions of the complex Ambassador Bridge Gateway Project. Delay of the design services, which include additional traffic modeling for the Detroit freeway system to address construction closure impacts and the final design work for two related construction contracts, would jeopardize the project schedule.
**Purpose/Business Case:** This amendment will provide the additional time needed for the consultant to complete the timely design services for the final portions of the Ambassador Bridge Gateway Project, including additional traffic modeling for the Detroit freeway system to address construction closure impacts and the final design work for two related construction contracts.

**Benefit:** The additional time will allow the consultant to continue to provide timely design services for this complex project, including traffic modeling, which will assist in maintaining traffic strategies. The Ambassador Bridge/Gateway Project will address long-term congestion mitigation issues and provide direct access improvements between the Ambassador Bridge and freeways I-75 and I-96. The project includes reconstruction of the I-75/I-96 mainline from south of Grand Boulevard to the existing Conrail bridge. The Ambassador Bridge is the busiest border crossing in North America. Trade over this facility is increasingly important to the state and national economies. Minimizing border crossing times and maximizing the predictability of these times is very important to industries on both sides of the border that rely on "just in time" deliveries. The proposed project will reduce cross-border travel times and increase their predictability. The value of the project and freeway connection to and from the Ambassador Bridge to local, state, and international trade is reflected in the three objectives that construction of the project will meet: improvement of direct access between the Ambassador Bridge and the state trunkline system, including Clark and Fort Streets (M-85) and I-75 and I-96; accommodation of a potential future second span of the Bridge; and accommodation of access to a proposed welcome center at the U.S. entrance to the bridge, to be developed as a separate project.
**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
**Risk Assessment:** If this time extension is not approved, the completion of the design services for the remainder of this project could be jeopardized and federal funding could be lost.
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract 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:** 48209.

17. HIGHWAYS - IDS University Research Services

Authorization (Z5) under Contract (2005-0014) between MDOT and Michigan Technological University (MTU) will provide for the continuation of the Michigan Engineers Resource Library (MERL) software program. MTU developed the software program, which helps local agencies to develop accurate estimates of costs through comparison to historical data. MTU will continue to offer training throughout the state and to provide technical support. The authorization will be in effect from the date of award through December 31, 2008. The authorization amount will be $89,744.97. The contract term is from November 29, 2004, through September 30, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Local agencies, their consultants, and MDOT Local Agency Programs engineers rely on MERL to create documents required for construction bid proposal packages for statewide road construction projects. The MERL program allows accurate cost estimates to be uploaded directly to the MDOT Trns*port system with minimal effort from MDOT personnel.
**Purpose/Business Case:** To provide for the continuation of the MERL software program. MTU developed the software program, which helps local agencies to develop accurate estimates of costs through comparison to historical data. MTU will continue to offer training throughout the state and to provide technical support.
**Benefit:** MERL allows project specific cost estimates to be uploaded to the MDOT Trns*port system with minimal effort from MDOT personnel.
**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
**Risk Assessment:** If the requested service is not approved, MDOT will need to manually import over 300 local agency cost estimates per year.
**Selection:** N/A.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
**New Project Identification:** This is not a new project.
**Zip Code:** 48909.

18. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z9/R2) under Contract (2005-0015) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of additional survey work for the wetland mitigation work for the Black River Watershed and will increase the authorization amount by $6,200. The work items include additional surveying services for off-site ponds, drainage courses, trees, the access road, and existing farm buildings. The original authorization provides for the design of a ten-acre wetland mitigation site to fulfill the wetland mitigation requirements for wetlands impacted by MDOT Bureau of Highways projects along I-94. The revised authorization term will be December 12, 2005, through November 16, 2008. The revised authorization amount will be $232,506.71. The contract term will be November 16, 2004, through November 16, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** It is critical to complete this work because the Michigan Department of Environmental Quality (MDEQ) will fine MDOT for every day the wetland site is not complete.
**Purpose/Business Case:** This is a wetland mitigation project required by MDEQ in the Black River Watershed. This wetland site in Port Huron Township has increased to accommodate future wetland replacement needs.
**Benefit:** Will provide for the replacement of lost wetlands due to construction activities, which is required by MDEQ and will prevent MDOT from being fined.
**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 project is not completed, the MDOT will be fined by the MDEQ.
**Cost Reduction:** Cost 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 authorizations.
**New Project Identification:** This is not a new project.
**Zip Code:** 48060.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z22/R1) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will extend the authorization term by 25 months to provide sufficient time for the consultant to complete traffic signal optimization and program management services. The additional time is needed because the signal work cannot be completed until current unrelated construction work along the corridor is completed so that true timing conditions can be determined. The original authorization provides for traffic signal optimization and program management services to be performed for M-8, M-10, M-53, and M-97 within the Metro Region (CS 82900 - JN 83054A). The work includes updating the corridor signal progression plan with optimized traffic signal operations. The revised authorization term will be September 27, 2005, through January 19, 2009. The authorization amount remains unchanged at $271,158.76. The contract term is December 20, 2004, through January 19, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** This authorization will expire on December 20, 2007. If the authorization is not extended, the traffic signal optimization and program management services cannot continue and the project could be compromised. The signal optimization will relieve congestion on the roadways without facility expansion. Therefore, this contract cannot be deferred until a later State Administrative Board agenda.
**Purpose/Business Case:** This time extension is necessary because the signal work cannot be completed until current unrelated construction work along the corridor is completed so that true timing conditions can be determined. This authorization will provide for traffic signal optimization and program management services to be performed for M-8, M-10, M-53, and M-97 within the Metro Region. The work includes updating the corridor signal progression plan with optimized traffic signal operations. MDOT timing permits will be produced from the optimization. The consultant will provide a follow-up analysis of the network system and a safety analysis for each intersection.
**Benefit:** Will allow the traffic optimization and project management services to be completed after the construction work is completed. The work will allow traffic in the corridor to flow more efficiently, which will reduce user delays and associated costs and increase motorist safety by reducing the number of collisions.
**Funding Source:** 100% Federal Highway Administration Funds.
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
**Risk Assessment:** If the services are not completed, the project could be compromised, user delays and traffic congestion would continue to be a problem, and federal funds could be lost. Corridors without signal progression have higher accident rates than corridors with signal progression.
**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 - IDS Time Extension

Amendatory Contract (2005-0072/A1) between MDOT and HNTB Michigan, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z14), for which additional time is needed to allow the as-needed design services during construction to be completed. Authorization (Z14) provides for as-needed design services during construction to be performed for I-96 from north of Vernor Avenue to north of Michigan Avenue in the city of Detroit, Wayne County (CS 82124-JN 60077A). (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 February 16, 2005, through February 15, 2009. The maximum contract amount remains unchanged at $4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This contract will expire on February 16, 2008. If the IDS contract is not extended, authorization (Z14) cannot be extended, and work under authorization (Z14) will not be completed. If the services are not continued, problems that may occur during construction cannot be addressed, the project could be compromised. As a result, this contract 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 ongoing work under authorization (Z14). No new authorizations will be issued under this contract.
**Benefit:** Will provide sufficient time for the consultant to complete ongoing work under authorization (Z14), for which additional time is needed to allow the as-needed design services during construction to be completed.
**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this extension is not approved, the consultant will not be able to complete work under authorization (Z14).
**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.

21. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z14/R2) under Contract (2005-0072) between MDOT and HNTB Michigan, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete ongoing as needed design services during construction. The additional time is needed because of a delay in the construction work. The original authorization provides for as-needed design services during construction to be performed for the Ambassador Bridge Gateway Project along I-96 from north of Vernor Avenue to north of Michigan Avenue in the city of Detroit, Wayne County (CS 82124 - JN 60077A). The revised authorization term will be August 18, 2005, through February 15, 2009. The authorization amount remains unchanged at $167,294.98. The revised contract term will be February 16, 2005, through February 15, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The as-needed design services during construction must be provided throughout the construction of the project in order to ensure a high quality project. The services are for one of the construction projects for the Ambassador Bridge Gateway Project. This project was delayed due to an accident by a truck delivering a girder to the construction site that required the remanufacture of the girder. As a result, this authorization revision cannot be deferred until a later State Administrative Board agenda.
**Purpose/Business Case:** To extend the contract by one year to provide sufficient time for the consultant to complete the ongoing as-needed design services during construction. The additional time is needed because the construction work was delayed due to an accident.
**Benefit:** Will provide the continuation of as-needed design services during construction and the resolution of any unforeseen construction issues for this complex construction project.
**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
**Risk Assessment:** If this revision is not approved, and the services are not completed, 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 revision; qualifications-based for original authorization.
**New Project Identification:** This is not a new project.
**Zip Code:** 48075.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z20) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will provide for as-needed inspection and testing services to be performed for construction projects in the Lansing Transportation Service Center (TSC) service area. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be $454,636.89. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** Inspection and testing services help to fulfill the Lansing TSC's construction oversight needs, which is critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is maintained and not jeopardized on future projects. As a result, this contract cannot be deferred until a later State Administrative Board agenda.
**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for construction projects in the Lansing TSC service area. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.
**Benefit:** Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.
**Funding Source:** 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 authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
**Selection:** Qualifications-based.
**New Project Identification:** This is not a new project.
**Zip Code:** 48910.

23. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z5/R1) under Contract (2006-0394) between MDOT and Great Lakes Engineering Group, LLC, will provide for the performance of additional design services and will increase the authorization amount by $100,909.72. The additional services will include additional as-needed bridge safety inspections for structures located on state trunkline roads within the University Region in accordance with the requirements of the National Bridge Inspection Standards (NBIS). The work items include field inspections, administrative and inspection reporting, pre-inspection biweekly status reporting, and project closeout meetings. The original authorization provides for design services to be performed for as-needed bridge safety inspections for structures located on state trunkline roads within the University Region in accordance with the requirements of the NBIS. The authorization term remains unchanged, August 7, 2007, through June 7, 2009. The revised authorization amount will be $247,538.36. The contract term is June 8, 2006, through June 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** In accordance with state and federal law, each bridge under MDOT jurisdiction must be inspected in accordance with the NBIS. Each bridge must be inspected every 24 months. This contract will provide professional

assistance to complete this work within the mandated time frame. As a result, this contract cannot be deferred until a later State Administrative Board agenda.
**Purpose/Business Case:** To provide for the performance of as-needed bridge safety inspections for structures located on state trunkline roads within the University Region, in accordance with the requirements of the NBIS.
**Benefit:** Will provide for adequate safety inspection, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for bridge safety inspections.
**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, the project may lack adequate safety inspection. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
**Selection:** N/A for revision; qualifications-based for original authorization.
**New Project Identification:** This is not a new project.
**Zip Code:** 49201.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2007-0560) between MDOT and Parsons Transportation Group, Inc., of Michigan will provide for the design of replacement supports for dynamic message signs at the Blue Water Bridge in St. Clair County (CS 77111 - JN 102174C). The work items include design and functional technical specifications for the supports for a specific type of dynamic message sign, analysis of existing electrical power sources and current infrastructure to determine adequacy, and the preparation of required plans. The authorization will be in effect from the date of award through June 28, 2010. The authorization amount will be $182,670.26. The contract term is June 29, 2007 through June 28, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** Traffic operations management at the Blue Water Bridge is critical to ensure that travel across the international border is as safe and efficient as possible. The design of supports and electrical needs for the dynamic message signs is the first step in improving traffic flow and congestion. Backups on the bridge cost travelers time and money. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.
**Purpose/Business Case:** This project will consist of all work related to the structural and electrical design of supports for dynamic message signs to be mounted on the Blue Water Bridge gantries and signs to be installed on the canopies over tollbooths. The work items include design and functional technical specifications for the supports for a specific type of dynamic message sign, analysis of existing electrical power sources and current infrastructure to determine adequacy, and the preparation of required plans.
**Benefit:** Will provide a comprehensive plan for the design and installation of dynamic message signs, which significantly improve traffic operations and safety at the Blue Water Bridge.
**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, traffic backups and user delays will continue to be a problem and motorists will continue to be at risk for collisions.
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
**Selection:** Qualifications-based.
**New Project Identification:** This is not a new project.
**Zip Code:** 48060.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2007-0677) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for design services to be performed for the replacement of an existing pump station located on M-43 in the city of Kalamazoo, Kalamazoo County (CS 39082 - JN 100545C). The work items include the performance of design surveys and a drainage study, the preparation of required plans, the computation and verification of all plan quantities, the preparation of staging plans, and the performance of utility coordination. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be $277,035.76. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This project is for the design for the replacement of a pump station originally built in 1936. The building structure that houses the pumps is structurally deficient, and no hook-ups exist for a portable electric device. In the event of power outages, there is no way to turn the pumps on and M-43 becomes impassable due to water over the roadway. This route is a main route to Borgess Hospital. It is a matter of public safety that MDOT maintain a functioning pump station at this location. Pump station failure could result in roadways being shut down for hours until water drains away naturally, which could cause disruptions, destruction of property, and safety hazards. As a result, this contract cannot be deferred until a later State Administrative Board agenda.
**Purpose/Business Case:** This authorization will provide for design services to be performed for the replacement of an existing pump station located on M-43 in the city of Kalamazoo, Kalamazoo County.
**Benefit:** Will reduce operating costs due to increased pump efficiency and ease of maintenance of modern pumps and will provide for the continued functionality of the pump station, which acts as part of the overall drainage strategy of the roadway.
**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, the pump station could fail, which could result in roadway flooding and safety hazards.
**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:** 49001.

26. 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 $299,973.09. 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.

This authorization was previously approved by the State Administrative Board (SAB) at its November 20, 2007, meeting for the estimated amount of $249,000. An error was made in the preparation of the agenda description: the authorization amount should have been given as $299,973.09. The correct authorization amount of $299,973.09 reflects the actual negotiated amount.

**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.

27. *HIGHWAYS - Construction Engineering Services

Contract (2007-0864) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed for the rehabilitation of 23 bridges, the removal of weigh-in-motion scales, the capital preventative maintenance patching of mainline I-75, freeway sign upgrading, Intelligent Transportation System infrastructure upgrades, and miscellaneous work along I-75 from I-375 to M-102 in the cities of Detroit, Hamtramck, and Highland Park, Wayne County. The contract will be in effect from the date of award through December 31, 2009. The contract amount will be $2,471,804.11. Source of Funds: 90.34% Federal Highway Administration Funds, 9% State Restricted Trunkline Funds, and 0.66% City of Detroit Funds.

**Criticality:** The construction engineering and project oversight services will ensure that the construction work meets contract plans and specifications and fulfills state and federal requirements. Failure to provide the services could result in inadequate project oversight and the loss of federal funds. As a result, this contract can not be deferred until a later State Administration Board agenda.
**Purpose/Business Case:** To provide for the performance of construction engineering and oversight services for the I-75 bridge rehabilitation project in Wayne County.
**Benefit:** Will provide for the performance of construction engineering and oversight services, as required by federal law during construction. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.
**Funding Source:** 90.34% Federal Highway Administration Funds, 9% State Restricted Trunkline Funds, and 0.66% City of Detroit Funds.
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.
**New Project Identification:** This is not a new project.
**Zip Code:** 48216.

28. HIGHWAYS - Participation for Local Agency Contract

Amendatory Contract (2007-5490) between MDOT and the Baraga County Road Commission will provide for funding participation in the following improvements utilizing Transportation Economic Development (TED) Category D Funds, Federal Highway Administration Funds (Equity Bonus) designated by Act 51 of the Public Acts of 1951 as TED Category D Funds, and Local Jobs Today Funds:

PART A

Hot mix asphalt resurfacing, aggregate shoulder, and traffic control work along Westland Drive from Highway M-38 southerly 1 mile.

PART B

Hot mix asphalt surfacing and aggregate shoulder work along Sturgeon Road from approximately 0.2 miles west of Old Highway US-41 westerly 0.8 miles, including hot mix asphalt base, crushing and shaping, and traffic control work.

PART C

Hot mix asphalt surfacing and aggregate shoulder work along Arnheim Road from Highway US-41 westerly 1.5 miles, including hot mix asphalt base, crushing and shaping, and traffic control work.

PART D

Hot mix asphalt surfacing and aggregate shoulder work along Arnheim Road from Niemi Road westerly to Tower Road, including hot mix asphalt base, crushing and shaping, and traffic control work.

PART E

Hot mix asphalt surfacing and aggregate shoulder work along Sturgeon Road from Jarvi Road westerly 0.8 miles, including hot mix asphalt base, crushing and shaping, and traffic control work.

The purpose of this amendment is to provide for State TED Funds to be applied to the eligible items of the Part A portion of the project cost. The project cost for Part A remains unchanged.

| Estimated Funds: | ORIGINAL | PART A AMEND. | TOTAL |
|---|---|---|---|
| Federal Highway Administration Funds (TED) | $ 92,600 | $ 0 | $ 92,600 |
| State Restricted TED Funds | $ 0 | $ 5,600 | $ 5,600 |
| State Restricted Local Jobs Today Funds | $ 19,000 | $ 0 | $ 19,000 |
| Baraga County Road Commission Funds | $ 5,600 | $(5,600) | $ 0 |
| Total Funds | $117,200 | $ 0 | $117,200 |

EDDF 07555 – 76627; STL 07096 – 83443, 83447, 83460; STL 07086 - 83461
Amendment

**Criticality:** Delaying this amendment would prevent MDOT from providing the proper financial assistance to the County for the Part A portion of the project.
**Purpose/Business Case:** To amend the original contract to allow State TED Funds to be applied to the eligible items of the Part A portion of the project.
**Benefit:** Will allow MDOT to financially assist and invest in this portion of the project to upgrade the state's all-season roadway system and support commercial activities.
**Funding Source:** Federal Equity Bonus Funds, State TED Funds, State Local Jobs Today Funds, and Baraga County Road Commission Funds.
**Commitment Level:** 79% federal, 21% state for Part A; 80% federal, 20% state up to $16,000, and balance by Baraga County for Parts B and E; 80% federal, 20% state up to $45,000, and balance by Baraga County for Parts C and D; based on estimate.
**Risk Assessment:** Without this amendment, MDOT cannot provide the proper financial assistance to the County for the Part A portion of the project.
**Cost Reduction:** N/A.
**Selection:** N/A.
**New Project Identification:** N/A.
**Zip Code:** 49908.

29. HIGHWAYS - Participation for Local Agency Contract

Amendatory Contract (2007-5709) between MDOT and the Detroit/Wayne County Port Authority will provide for funding participation in the following improvements:

The performance of the pre-construction portion of the Construction Manager at Risk activities for a public dock and terminal building located along the Detroit River at Bates Street in the city of Detroit, Michigan, including the review and evaluation of construction documents during the design phase.

The purpose of this amendment is to provide for MDOT, instead of the Detroit/Wayne County Port Authority, to pay the contractor for the work performed. The Detroit/Wayne County Port Authority will review and approve contractor invoices and forward them to MDOT; MDOT will then make payment directly to the contractor. The project cost remains unchanged.

Estimated Funds:

| | |
|---|---|
| Federal Highway Administration Funds | $36,000 |
| State Restricted Comprehensive Transportation Funds | $ 9,000 |
| Detroit/Wayne County Port Authority Funds | $ 0 |
| Total Funds | $45,000 |

HPP 82400 – 74904; Wayne County
Amendment

**Criticality:** The work for this phase of the project is underway. Delaying this amendment would keep the contractor from getting paid and would delay the subsequent construction phase and completion of the project, which is expected to create jobs and promote tourism in the State of Michigan.
**Purpose/Business Case:** To amend the original contract so that MDOT makes payment directly to the contractor for invoices reviewed and approved by the Detroit/Wayne County Port Authority.
**Benefit:** Will allow the contractor to be paid and the project to proceed.
**Funding Source:** Federal High Priority Project Funds and State Comprehensive Transportation Funds.
**Commitment Level:** 80% federal, 20% state; based on estimate.
**Risk Assessment:** Without this amendment, contractor payment and project progress would be delayed.

**Cost Reduction:** N/A.
**Selection:** N/A.
**New Project Identification:** This is not a new project.
**Zip Code:** 48214.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0026) between MDOT and DLZ Michigan, Inc., will provide for as-needed inspection and testing services to be performed for construction projects in the Lansing Transportation Service Center (TSC) service area. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through November 5, 2010. The authorization amount will be $577,512.51. The contract term is November 6, 2007, through November 5, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** Inspection and testing services help to fulfill the Lansing TSC's construction oversight needs, which is critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is maintained and not jeopardized on future projects. As a result, this contract cannot be deferred until a later State Administrative Board agenda.
**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for construction projects in the Lansing TSC service area. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.
**Benefit:** Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.
**Funding Source:** 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 authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
**Selection:** Qualifications-based.
**New Project Identification:** This is not a new project.
**Zip Code:** 48910.

31. *HIGHWAYS - Intelligent Transportation System Services

Contract (2008-0030) between MDOT and HNTB Michigan, Inc., will provide for the performance of design services for the installation of Intelligent Transportation System (ITS) infrastructure and the development of a master design and implementation plan for the addition of dynamic message signs, closed circuit television cameras, detectors, and other communications equipment in the Bay Region. The contract will be in effect from the date of award through September 30, 2009. The contract amount will be $1,005,381.64. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This project will initiate the planning and design of ITS infrastructure for the Bay Region. Three ITS construction projects are planned for 2008 and 2009, and in order to receive federal funds for those projects, MDOT must successfully complete the planning and design phases. Because there are at least five major road construction projects planned for the Bay Region area in 2009 through 2012, this ITS project will improve incident management, reduce congestion, and increase safety on those and other roadways during the construction projects. Therefore, this contract cannot be deferred until a later State Administrative Board agenda
**Purpose/Business Case:** To provide for the development of an ITS installation plan and a master design and implementation plan for the Bay Region.
**Benefit:** The development of the ITS plans for the Bay Region will permit the use of federal funds for ITS projects, including deployment, operations, and maintenance.
**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 plans are not completed, MDOT and any interested local agencies will be precluded from using federal funds to complete future ITS projects and MDOT might not be able to complete key components of its overall ITS Strategic Plan.
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
**Selection:** Qualifications-based.
**New Project Identification:** This is a new project.
**Zip Code:** 48607.

32. HIGHWAYS - IDS Engineering Services
Contract (2008-0060) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be $4,000,000, and the maximum amount of any authorization will be $1,000,000. Authorizations over $100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

33. HIGHWAYS - IDS Engineering Services
Contract (2008-0061) between MDOT and ASTI Environmental will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be $4,000,000, and the maximum amount of any authorization will be $1,000,000. Authorizations over $100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

34. HIGHWAYS - IDS Engineering Services
Contract (2008-0064) between MDOT and B.B.F. Engineering Services, P.C., 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.

35. HIGHWAYS - IDS Engineering Services

Contract (2008-0065) between MDOT and Ceso, 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 $50,000, and the maximum amount of any authorization will be $50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

36. HIGHWAYS - IDS Engineering Services

Contract (2008-0072) between MDOT and SRF Engineering, P.C., 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.

37. *PASSENGER TRANSPORTATION – Reassignment, Renewal/Extension

Amendatory Contract (2000-0828/A1) between MDOT, the Cheboygan County Council on Aging, and the Cheboygan County Board of Commissioners will provide for the reassignment of one transit bus, contract funding in the amount of $81,340, and administration responsibilities from the Cheboygan County Council on Aging to the Cheboygan County Board of Commissioners under Master Agreement (2007-0191/Z8). (See Item 39.) The amendment will also renew the contract and extend the contract term until the last obligation between the parties has been fulfilled. The Council is reducing transit service due to service expansion by Cheboygan County's Straits Regional Ride program and feels that the Board of Commissioners can provide the most efficient and effective transit services to the residents of the county. The original contract provides FY 2000 Federal Section 5310 Elderly and Persons with Disabilities Program grant funds and state matching funds for public transportation services in Cheboygan County. The revised contract term will be from September 28, 2000, through September 27, 2003, and from the date of award of this amendment until the last obligation between the parties has been fulfilled. 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 $33,710. Source of Funds: Federal Transit Administration (FTA) Funds - $26,968; FY 2000 State Restricted Comprehensive Transportation Funds - $6,742.

**Criticality:** Approval of this amendment is critical because operation of this service for the county's elderly and people with disabilities is being shifted from the Cheboygan County Council on Aging to the Cheboygan County Board of Commissioners. It is imperative that the vehicles being used for this service are reassigned to the appropriate agency.
**Purpose/Business Case:** To provide for the reassignment of one transit bus, contract funding in the amount of $81,340, and administration responsibilities from the Cheboygan County Council on Aging to the Cheboygan County Board of Commissioners and to renew the contract and extend the contract term until the last obligation between the parties has been fulfilled.
**Benefit:** Increased public safety through improved transportation infrastructure.
**Funding Source:** FTA Funds - $26,968; FY 2000 State Restricted Comprehensive Transportation Funds - $6,742.
**Commitment Level:** Contract amount is based on cost estimates.
**Risk Assessment:** The risk of not reassigning this equipment is that public transportation services in Cheboygan County could be reduced or eliminated, and services, if provided, would be less efficient.
**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:** 49721.

38. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z6/R2) under Master Agreement (2002-0095) between MDOT and the Clinton Area Transit System (CATS) will extend the authorization term by approximately 19 months to provide sufficient time for CATS to complete the mobile data terminal project. The project was delayed because the terminal hardware needed to complete the project was unavailable. The data terminal hardware is expected to be available in March 2009. The original authorization provides state matching funds for CATS' FY 2004 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be February 11, 2005, through September 30, 2009. The authorization amount remains unchanged at $48,543. 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 - $38,834; FY 2004 State Restricted Comprehensive Transportation Funds - $9,709.

**Criticality:** This revision will provide sufficient time for CATS to complete the mobile data terminal project. This project is essential to enhance CATS' ability to schedule rides, obtain updated mapping information, and interface with the customers and other transit systems.
**Purpose/Business Case:** To extend the authorization term by approximately 19 months to provide sufficient time for CATS to complete the mobile data terminal project.
**Benefit:** Increased public safety through improved infrastructure.
**Funding Source:** FTA Funds - $38,834; FY 2004 State Restricted Comprehensive Transportation Funds - $9,709.
**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:** 48879.

39. PASSENGER TRANSPORTATION - Section 5310 Program

Project Authorization (Z8) under Master Agreement (2007-0191) between MDOT and the Cheboygan County Board of Commissioners will provide for the reassignment of project equipment and administration responsibilities originally processed under Contract (2000-0828) from the Cheboygan County Council on Aging to the Cheboygan County Board of Commissioners. (See Item 37.) The Council is reducing transit service due to service expansion by Cheboygan County's Straits Regional Ride program and feels that the Board can provide the most efficient and effective transit services to the residents of the county. The authorization will provide for the reassignment of one bus purchased with state matching funds under the Council's FY 2000 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The authorization will be in effect from the date of award through December 31, 2008. The authorization amount will be $81,340. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - $65,072; FY 2000 State Restricted Comprehensive Transportation Funds - $16,268.

**Criticality:** Approval of this authorization is critical because operation of this service for the county's elderly and people with disabilities is being shifted from the Cheboygan County Council on Aging to the Cheboygan County Board of Commissioners. It is imperative that the vehicle being used for this service is reassigned to the appropriate agency.
**Purpose/Business Case:** To provide for the reassignment of one bus purchased with state matching funds under the Council's FY 2000 Federal Section 5310 Elderly and Persons with Disabilities Program grant.
**Benefit:** Increased public safety through improved transportation infrastructure.
**Funding Source:** FTA Funds - $65,072; FY 2000 State Restricted Comprehensive Transportation Funds - $16,268.
**Commitment Level:** Authorization amount is based on cost estimates.
**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.
**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.
**Selection:** N/A.
**New Project Identification:** This is not a new project.
**Zip Code:** 49423.

40. *TRANSPORATION PLANNING – Increase Services and Amount, Extend Term

Amendatory Contract (2006-0507/A1) between MDOT and the Regents of the University of Michigan (U of M) will add services to synchronize forecasts produced under the original contract and the recently acquired Regional Economic Models, Inc. (REMI), model, will increase the contract amount by $75,527, and will extend the contract term by nine months to provide sufficient time for the university to complete the services. The original contract provides for an updated and consistent set of forecasts of population, employment, households, personal income, and labor productivity for all 83 counties in Michigan. These forecasts will assist in the development of updated travel demand models at both the state and metropolitan planning organization (MPO) levels. The revised contract term will be August 18, 2006, through September 30, 2008. The revised contract amount will be $394,527. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The current contract will expire on December 31, 2007. MDOT desires to have the University of Michigan calibrate the recently acquired 84-region REMI model to the new Michigan-specific forecasts the university has produced. The 84 regions include the 83 counties and the City of Detroit. This calibration is necessary because the forecast being generated by the University of Michigan research team is a different version of the model than the one MDOT recently purchased. The final University of Michigan forecasts are being adopted by MDOT as its official forecasts for applications moving forward, and the recently purchased model needs to be synchronized to the University of Michigan forecast results.
**Purpose/Business Case:** The recently purchased economic model (REMI) needs to be synchronized to the updated state demographer's county-specific birth and survival rates in order to realize its intended applications. The complexity of the REMI model makes it impossible to achieve matching model outputs through data conversion. Instead, the project will coordinate the models so that they are compatible for intended future applications.
**Benefit:** MDOT will have an updated set of forecasts produced with Michigan-specific data to be used as basic inputs to its trip generation analyses for statewide and urban travel demand modeling activities. The forecasts will also be used as part of MDOT's economic benefit analyses. This will help MDOT to prioritize and soundly commit scarce financial resources. MDOT's planning partners (metropolitan planning organizations, Regions) also benefit, as the forecasts are shared with them and become part of their planning programs.
**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
**Commitment Level:** The hourly rates are fixed; however, the number of hours to perform the work has been estimated.
**Risk Assessment:** If this amendment is not approved, MDOT and its planning partners will be forced to rely on the default forecasts provided in the economic model, which could result in inaccurate travel demand models and unreliable forecasts of travel behavior.
**Cost Reduction:** The contract is on an actual cost basis.

**Selection:** N/A.
**New Project Identification:** This is not a new project.
**Zip Code:** 48909.

## SUBCONTRACTS

| | | | |
|---|---|---|---|
| 41. | **R & R Enterprises** | **Low Bid:** | **$ 157,630.00** |
| | **1248 South Stone Road** | **1st Year:** | **$ 52,543.33** |
| | **Grant, MI 49327** | **2nd Year:** | **$ 52,543.33** |
| | | **3rd Year:** | **$ 52,543.34** |
| | | **Engineer's Estimate:** | **$ 200,000.00** |
| | | **Over/Under:** | **- 21.2%** |

**Description of Work: Rest Area Janitorial and Grounds Maintenance**

Approval is requested to authorize the Montcalm County Road Commission to award a subcontract for the provision of janitorial, grounds maintenance, and lawn maintenance services at the roadside park on US-131 near M-46 in Montcalm County. The project was advertised, and five bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the rest area building and grounds will not be properly maintained. This work is needed to keep the rest area open for public use.
**Purpose/Business Case:** This contract will provide for janitorial, grounds maintenance, and lawn maintenance services to be performed at a roadside park on US-131 near M-46 in Montcalm County.
**Benefit:** Will provide for a safe, clean, sanitary, and properly supplied tourist facility.
**Funding Source:** 100% State Restricted Trunkline Funds.
**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.
**Risk Assessment:** If the work is not performed, the rest area could become unsafe and there could be a significant increase in public user complaints.
**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.
**Selection:** Low bid.
**New Project Identification:** This is routine maintenance and not a new project.
**Zip Code:** 49327.

# BID LETTING

## STATE PROJECTS

42. LETTING OF DECEMBER 07, 2007
PROPOSAL 0712001
PROJECT M 86000-M00215
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 30, 2009

| ENG. EST. | LOW BID |
|---|---|
| $ 11,677,100.00 | **$ 8,389,000.00** |
| | % OVER/UNDER EST. |
| | -28.16 % |

0.34 mi of cleaning and coating existing structural steel on I-75 over the Straits of Mackinac from the north tower of the Mackinac Bridge northerly in the cities of St. Ignace and Mackinaw City, Mackinac and Emmet Counties. This project includes a 2 year bridge painting warranty.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Liberty Maintenance, Inc.** | **$ 8,389,000.00** | **Same** | **1 **** |
| Abhe & Svoboda, Inc. | $ 11,363,310.00 | Same | 2 |
| Atsalis Brothers/Seaway Painting | $ 13,456,800.00 | Same | 3 |
| M&J Construction Company | $ 13,584,375.00 | Same | 4 |
| Geronimo Painting Co., Inc. | $ 13,861,600.75 | Same | 5 |
| M & J Painting Company | $ 14,969,900.00 | Same | 6 |
| Odyssey Contracting Corporation | $ 16,207,501.00 | Same | 7 |
| Vimas Painting Company, Inc. | | | |

7 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.
**Purpose/Business Case:** This project will extend the life of the Mackinac Bridge by replacing the paint system that protects the steel truss members. This project is part of the Mackinac Bridge Authorities 20 year business plan.
**Benefit:** The environmentally hazardous lead paint will be removed and replaced with an MDOT approved paint system. The new paint will prevent the steel from corroding and will reduce the need for future costly steel repairs.
**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contracts final cost will
be based on actual quantities built in the field and unit prices bid by the contractor. The project is funded solely with toll funds.
**Cost Reduction:** Replacing the paint system now will add years to the life of the bridge and prevent the need for more costly steel repairs.
**Funding Source:**
M00215
Mackinac Bridge Authority 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will
be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** The steel will corrode if the paint system is not intact and functioning properly. Corrosion could weaken the steel members and require costly repairs. This could impact traffic through load restrictions and traffic closures during construction.
**Cost Reduction:** Lower vehicle maintenance costs.
**New Project Identification:** Mackinac Bridge
**Zip Code:** 49781.

43. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712002 | $ 6,606,443.13 | **$ 5,441,331.07** |
| PROJECT IM 16091-75001 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - APRIL 14, 2008 | | |
| COMPLETION DATE - AUGUST 01, 2008 | | -17.64 % |

5.54 mi of unbonded plain concrete overlay of existing concrete pavement, freeway reconstruction, ramp reconstruction and guardrail upgrading on southbound I-75 from the Topinabee Mail Route northerly to Riggsville Road, Cheboygan County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **John Carlo, Inc.** | **$ 5,441,631.07** | **$ 5,441,331.07** | **1 **** |
| Florence Cement Company | $ 5,737,124.78 | Same | 2 |
| Ajax Paving Industries, Inc. | $ 5,842,688.49 | Same | 3 |
| Interstate Highway Construction | $ 6,291,156.65 | Same | 4 |
| Tony Angelo Cement Construction Co. | $ 6,549,169.81 | Same | 5 |
| Six-S, Inc. | $ 6,560,755.48 | Same | 6 |

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 also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.
**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**
75001A

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

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.
**Cost Reduction:** Reduced roadway maintenance costs.
**Selection:** Low bid.
**New Project Identification:** Reconstruction.
**Zip Code:** 49791.

44. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712003 $ 1,529,282.09 **$ 1,465,110.58**
PROJECT NH 39041-90224
LOCAL AGRMT. 07-5630 % OVER/UNDER EST.
START DATE - MAY 12, 2008
COMPLETION DATE - JULY 18, 2008 -4.20 %

3.05 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repairs, diamond grinding, joint resealing, ADA sidewalk ramp upgrades and traffic loop replacement on I-94BL (Stadium Drive) from 11th Street easterly to Oliver Street in the city of Kalamazoo, Kalamazoo County.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Michigan Paving & Materials Co.** | **$ 1,465,110.58** | **Same** | **1 **** |
| Aggregate Industries-Central Region | $ 1,478,278.86 | Same | 2 |

2 Bidders

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

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to 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 also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.
**Funding Source:**
90224A

| | |
|---|---|
| Federal Highway Administration Funds | 81.85 % |
| City of Kalamazoo | 1.92 % |
| State Restricted Trunkline Funds | 16.23 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.
**Cost Reduction:** Reduced roadway maintenance costs.
**Selection:** Low bid.
**New Project Identification:** Rehabilitation.
**Zip Code:** 49008.

45. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712004 | $ 201,728.28 | **$ 174,918.77** |
| PROJECT CMG 13032-90172 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - SEPTEMBER 26, 2008 | | -13.29 % |

Traffic signal upgrading on M-66 at Union Street, Emmett Street, Roosevelt Avenue, Eaton/Clifton Boulevard, Morgan Road and Pennfield Road in the city of Battle Creek, Calhoun County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **J R Howell Airport Lighting LLC** | **$ 174,918.77** | **Same** | **1 **** |
| Severance Electric Co., Inc. | $ 179,764.74 | Same | 2 |
| J. Ranck Electric, Inc. | $ 191,771.47 | Same | 3 |
| Strain Electric Company | $ 198,990.37 | Same | 4 |
| Metropolitan Power & Lighting, Inc. | $ 269,317.00 | Same | 5 |
| DVT Electric, Inc | | | |
| Windemuller Electric, Inc. | | | |
| Trans Tech Electric, L.P. | | | |

5 Bidders

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

**Purpose/Business Case:** The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.
**Benefit:** Reduction in transportation related emissions.
**Funding Source:**
90172A
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:** Loss of federal funds and continued non-attainment in air quality.
**Cost Reduction:** Less congestion and reduced maintenance costs.
**Selection:** Low bid.
**New Project Identification:** Rehabilitation.
**Zip Code:** 49068.

46. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712005 $ 635,891.28 **$ 619,029.12**
PROJECT M 59032-59562, ETC
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - APRIL 28, 2008
COMPLETION DATE - JULY 02, 2008 -2.65 %

0.51 mi of hot mix asphalt cold milling, resurfacing, joint repairs, widening and drainage improvements on M-91 from north of Wise Road easterly to north of Peck Road in Montcalm Township, Montcalm County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Rieth-Riley Construction Co., Inc.** | **$ 619,029.12** | **Same** | **1 **** |
| Central Asphalt, Inc. | $ 629,859.05 | Same | 2 |
| Michigan Paving & Materials Co. | $ 708,837.77 | 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 also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** This project is a combination of two programs: (1) MDOT's Road Preservation Program – provided as an effort to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition, (2) The Traffic and Safety Program – to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** These programs provide benefits for road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.
**Funding Source:**
59562A
State Restricted Trunkline Funds 100 %
59569A
Federal Highway Administration Funds 100 %
**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.
**Cost Reduction:** Reduced roadway and vehicle maintenance costs.
**Selection:** Low bid.
**New Project Identification:** Rehabilitation.
**Zip Code:** 48838.

47. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712025 $ 2,369,145.56 **$ 2,393,453.49**
PROJECT STT 55041-75467
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 03, 2008 1.03 %

9.61 mi of crushing and shaping existing hot mix asphalt, resurfacing, guardrail upgrading, drainage improvements and 3 bridge rehabilitations on M-69 from South Gabor Road to the Menominee/Delta County line, Menominee County.
This project includes a 5 year materials and workmanship pavement warranty.

3.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Payne & Dolan, Inc.** | **$ 2,393,453.49** | **Same** | **1 **** |
| Bacco Construction Company | $ 2,643,646.02 | Same | 2 |

2 Bidders

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

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.
**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.
**Funding Source:**
75467A

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

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.
**Cost Reduction:** Reduced roadway maintenance costs.
**Selection:** Low bid.
**New Project Identification:** Rehabilitation.
**Zip Code:** 49873.

48. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712028 | $ 2,080,970.55 | **$ 1,775,650.52** |
| PROJECT NHG 84914-80454 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - JUNE 26, 2008 | | -14.67 % |

77.99 mi of freeway signing upgrades on US-127 from County Line Road northerly to the north Clare County line, Gratiot, Isabella, and Clare Counties.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Action Traffic Maintenance, Inc.** | **$ 1,775,650.52** | **Same** | **1 **** |
| Midwest Bridge Company | $ 1,883,449.85 | Same | 2 |
| Trans Tech Electric, L.P. | $ 2,137,110.91 | Same | 3 |
| Highway Service Co., Inc. | | | |
| J & J Contracting, Inc. | | | |

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.
**Funding Source:**
80454A
Federal Highway Administration Funds 100 %
**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.
**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.
**Selection:** Low Bid.
**New Project Identification:** Sign upgrade.
**Zip Code:** 48801.

49. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712030 | $ 2,700,626.00 | **$ 2,386,783.69** |

PROJECT IM 41024-75091
LOCAL AGRMT.
START DATE - APRIL 21, 2008
COMPLETION DATE - AUGUST 17, 2008

% OVER/UNDER EST.
-11.62 %

Bridge removal and replacement with box culvert, approach work, culverts, underdrain and guardrail on I-96 eastbound and westbound over the abandoned Mid-Michigan Railroad (Future Trail), Ionia and Kent counties. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

| BIDDER | ORIGINAL A | AS-CHECKED A | |
|---|---|---|---|
| **D.J. McQuestion & Sons, Inc.** | **$ 2,386,783.69** | **Same** | **1 **** |
| Davis Construction, Inc. | $ 2,412,705.98 | Same | 2 |
| C. A. Hull Co., Inc. | $ 2,768,963.70 | Same | 3 |
| Kamminga & Roodvoets, Inc. | $ 2,929,912.80 | Same | 4 |
| Diversco Construction Company Inc. | $ 2,534,303.85 | Same | 5 |
| Mead Bros. Excavating, Inc. | $ 2,813,272.15 | Same | 6 |
| E.T. MacKenzie Company | $ 2,867,605.08 | Same | 7 |
| Anlaan Corporation | $ 3,076,580.64 | Same | 8 |
| Kalin Construction Co., Inc. | $ 2,746,754.97 | Same | 9 |
| Posen Construction, Inc. | $ 3,160,734.53 | Same | 10 |
| Milbocker and Sons, Inc. | $ 2,605,891.88 | Same | 11 |
| Schippers Excavating, Inc. | $ 2,832,981.85 | Same | 12 |
| Fisher Contracting Company | $ 3,203,171.81 | $ 3,203,121.81 | 13 |
| Cadwell Brothers Construction Company | $ 2,906,582.70 | Same | 14 |
| C & D Hughes, Inc. | $ 2,721,220.94 | Same | 15 |
| L.W. Lamb, Inc. | | | |
| Nashville Construction Company | | | |
| Dykema Excavators, Inc. | | | |
| Midwest Bridge Company | | | |
| Hardman Construction, Inc. | | | |
| J.E. Kloote Contracting, Inc. | | | |
| Peters Construction Co. | | | |

| BIDDER | ORIGINAL A+Lane Rental | AS-CHECKED A+Lane Rental | |
|---|---|---|---|
| **D.J. McQuestion & Sons, Inc.** | **$ 2,486,783.69** | **Same** | **1 **** |
| Davis Construction, Inc. | $ 2,736,705.98 | Same | 2 |
| C. A. Hull Co., Inc. | $ 2,779,463.70 | Same | 3 |
| Kamminga & Roodvoets, Inc. | $ 3,029,912.80 | Same | 4 |
| Diversco Construction Company Inc. | $ 3,038,303.85 | Same | 5 |
| Mead Bros. Excavating, Inc. | $ 3,338,272.15 | Same | 6 |
| E.T. MacKenzie Company | $ 3,637,605.08 | Same | 7 |
| Anlaan Corporation | $ 3,676,580.64 | Same | 8 |
| Kalin Construction Co., Inc. | $ 3,782,754.97 | Same | 9 |
| Posen Construction, Inc. | $ 3,814,534.53 | Same | 10 |
| Milbocker and Sons, Inc. | $ 3,905,891.88 | Same | 11 |
| Schippers Excavating, Inc. | $ 3,932,981.85 | Same | 12 |
| Fisher Contracting Company | $ 3,938,171.81 | $ 3,938,121.81 | 13 |
| Cadwell Brothers Construction Comp | $ 4,156,082.70 | Same | 14 |
| C & D Hughes, Inc. | $ 4,548,220.94 | Same | 15 |
| L.W. Lamb, Inc. | | | |
| Nashville Construction Company | | | |
| Dykema Excavators, Inc. | | | |
| Midwest Bridge Company | | | |
| Hardman Construction, Inc. | | | |
| J.E. Kloote Contracting, Inc. | | | |
| Peters Construction Co. | | | |

15 Bidders

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

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
75091A

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

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

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.
**Cost Reduction:** Reduced roadway maintenance costs.
**Selection:** Low bid.
**New Project Identification:** Rehabilitation.
**Zip Code:** 49331.

50. LETTING OF DECEMBER 07, 2007 — ENG. EST. — LOW BID
PROPOSAL 0712031 — $ 3,745,641.97 — **$ 4,056,996.95**
PROJECT IM 38101-78896, ETC
LOCAL AGRMT. — % OVER/UNDER EST.
START DATE - MARCH 31, 2008
COMPLETION DATE - MAY 01, 2009 — 8.31 %

0.26 mi of hot mix asphalt ramp reconstruction and lengthening, drainage, guardrail replacement, deck replacement, widening, full paint, substructure concrete patching, and micropiles on I-94 at the Dearing Road interchange and over Sandstone Creek, Jackson County. This project includes a 2 year bridge painting warranty.

12.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Anlaan Corporation** | **$ 4,056,996.95** | **Same** | **1 **** |
| Davis Construction, Inc. | $ 4,128,848.27 | Same | 2 |
| Hardman Construction, Inc. | $ 4,150,014.95 | Same | 3 |
| Midwest Bridge Company | $ 4,535,451.20 | Same | 4 |
| E. C. Korneffel Co. | $ 4,557,192.42 | Same | 5 |
| Posen Construction, Inc. | $ 4,628,760.73 | Same | 6 |
| Milbocker and Sons, Inc. | $ 4,800,146.58 | Same | 7 |
| J.E. Kloote Contracting, Inc. | | | |
| J. Slagter & Son Construction Co. | | | |
| Fisher Contracting Company | | | |
| E.T. MacKenzie Company | | | |
| C. A. Hull Co., Inc. | | | |

7 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT’s jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

78896A

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

79980A

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

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

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

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

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49201.

51. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712032 | $ 3,005,757.40 | **$ 3,240,647.26** |
| PROJECT M 74073-45168, ETC | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - JULY 07, 2008 | | |
| COMPLETION DATE - OCTOBER 18, 2008 | | 7.81 % |

5.16 mi of two course hot mix asphalt overlay, eight foot non-motorized path, guardrail improvements, culvert scour countermeasures, culvert head wall rehabilitation, extension, clearing, slope restoration, ditching and concrete patching on M-25 from south of Deckerville Road northerly to north of Russell Road, Sanilac County.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Saginaw Asphalt Paving Company** | **$ 3,240,647.26** | **Same** | **1 **** |
| Ajax Paving Industries, Inc. | $ 4,124,620.59 | Same | 2 |
| Pyramid Paving & Contracting Co. | $ 5,062,222.09 | 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 also jeopardize federal funds that are allocated to the State of Michigan.

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

**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

| | | |
|---|---|---|
| 100254A | | |
| State Restricted Trunkline Funds | 100 | % |
| 45168A | | |
| Federal Highway Administration Funds | 81.85 | % |
| State Restricted Trunkline Funds | 18.15 | % |

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

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

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

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48434.

52. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712034 | $ 717,810.28 | **$ 777,099.44** |

PROJECT STT 77011-75169
LOCAL AGRMT.
START DATE - JULY 07, 2008
COMPLETION DATE - OCTOBER 10, 2008

% OVER/UNDER EST.
8.26 %

Bridge replacement with prefabricated concrete arch on M-19 over Cowhey Creek, St. Clair County.

5.00 % DBE participation required

| BIDDER | ORIGINAL A | AS-CHECKED A | |
|---|---|---|---|
| **Pamar Enterprises, Inc.** | **$ 777,099.44** | **Same** | **1 **** |
| Davis Construction, Inc. | $ 756,386.73 | Same | 2 |
| Dan's Excavating, Inc. | $ 873,907.92 | Same | 3 |
| L.J. Construction, Inc. | $ 827,451.50 | Same | 4 |
| Fisher Contracting Company | $ 880,249.34 | $ 880,239.34 | 5 |
| Anlaan Corporation | $ 867,226.97 | Same | 6 |
| E. C. Korneffel Co. | $ 986,618.76 | Same | 7 |
| Posen Construction, Inc. | $ 944,801.96 | Same | 8 |
| J.E. Kloote Contracting, Inc. | | | |
| John Carlo, Inc. | | | |
| Kelcris Corporation | | | |
| Heystek Contracting Inc. | | | |
| J. Slagter & Son Construction Co. | | | |

| BIDDER | ORIGINAL A+Lane Rental | AS-CHECKED A+Lane Rental | |
|---|---|---|---|
| **Pamar Enterprises, Inc.** | **$ 797,099.44** | **Same** | **1 **** |
| Davis Construction, Inc. | $ 840,506.73 | Same | 2 |
| Dan's Excavating, Inc. | $ 917,107.92 | Same | 3 |
| L.J. Construction, Inc. | $ 932,571.50 | Same | 4 |
| Fisher Contracting Company | $ 937,859.34 | $ 937,849.34 | 5 |
| Anlaan Corporation | $ 957,226.97 | Same | 6 |
| E. C. Korneffel Co. | $ 1,076,618.76 | Same | 7 |
| Posen Construction, Inc. | $ 1,124,801.96 | Same | 8 |
| J.E. Kloote Contracting, Inc. | | | |
| John Carlo, Inc. | | | |
| Kelcris Corporation | | | |
| Heystek Contracting Inc. | | | |
| J. Slagter & Son Construction Co. | | | |

8 Bidders

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

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

75169A

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

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

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

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

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48041.

53. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712035 $ 5,155,447.91 **$ 5,386,790.83**
PROJECT BHT 19032-51825, ETC
LOCAL AGRMT. 07-5641 % OVER/UNDER EST.
START DATE - APRIL 16, 2008
COMPLETION DATE - OCTOBER 03, 2008 4.49 %

4.09 mi of hot mix asphalt cold milling and resurfacing, concrete pavement restoration, hot mix asphalt reconstruction, intersection improvements, bridge removal, precast concrete box culvert construction, storm sewer, water main, and traffic signal improvements on US-127BR and Old US-27 from Townsend Road northerly to north of the US-127 freeway interchange in the city of St. Johns, Clinton County. This project includes a 5 year materials and workmanship pavement warranty.

7.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Michigan Paving & Materials Co.** | **$ 5,386,790.83** | **Same** | **1 **** |
| Rieth-Riley Construction Co., Inc. | $ 5,631,037.01 | Same | 2 |
| Aggregate Industries-Central Region | $ 7,009,575.62 | Same | 3 |
| Central Asphalt, Inc. | | | |
| Angelo Iafrate Construction Company | | | |

3 Bidders

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

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to 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 also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT’s jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.
**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

51825A

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

79780A

| | |
|---|---|
| Federal Highway Administration Funds | 80.32 % |
| State Restricted Trunkline Funds | 17.35 % |
| City of St. Johns | 2.33 % |

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

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

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

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48879.

54. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712036 | $ 41,852,574.88 | **$ 36,992,428.43** |
| PROJECT IM 41029-46274, ETC | | |
| LOCAL AGRMT. 07-5396 | | % OVER/UNDER EST. |
| START DATE - APRIL 21, 2008 | | |
| COMPLETION DATE - MAY 21, 2010 | | -11.61 % |

2.82 mi of freeway concrete reconstruction, drainage and grading, retaining walls, concrete overlay, structure replacements, reconstructions and new structure on I-196 from 36th Street easterly to M-11 in the cities of Wyoming and Grandville, Kent and Ottawa Counties. This project includes a 5 year materials and workmanship pavement warranty.

6.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Davis Construction, Inc.** | **$ 36,992,428.43** | **Same** | **1 **** |
| C. A. Hull Co., Inc. | $ 39,332,593.01 | Same | 2 |
| Posen Construction, Inc. | $ 40,776,184.28 | Same | 3 |
| Anlaan Corporation/Hardman Const. | $ 40,823,820.64 | Same | 4 |
| Milbocker and Sons, Inc. | | | |
| John Carlo, Inc. | | | |

4 Bidders

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

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

**Purpose/Business Case:** This project is a combination of bridge and road preservation, and capacity improvement. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The I-196/Chicago Drive interchange modification project located in the City of Grandville includes two new ramps connecting Baldwin Street to I-196, as well as adjacent freeway and local road improvements. This important project will utilize state Jobs Today funding, federal SAFETEA-LU earmark and Federal Highway Administration Funds.

**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The I-196/Chicago Drive interchange project will provide safer and improved traffic flow. This project includes the construction of two additional access points to the existing I-196/Chicago Drive interchange between I-196 and Baldwin Street in the Jenison area of Georgetown Township in Ottawa County. The additional ramps will permit movements from I-196 southwestbound exit to Baldwin Street and northeastbound entrance onto I-196 from Baldwin Street. These ramps will provide an alternative access to the Jenison area when CSX trains block traffic from entering or leaving the area via the existing Chicago Drive interchange.

**Funding Source:**

| | |
|---|---|
| 46274A | |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 10.00 % |
| 75069A | |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 9.96 % |
| City of Wyoming | 0.04 % |
| 82762A | |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 10.00 % |
| 87625A | |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 20.00 % |

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

**Risk Assessment:** The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. The relationships with the numerous federal, state and local agencies may be compromised. They are anticipating the completion of this project as announced. If the construction of I-196/Chicago Drive interchange project is not completed, federal funds must be returned because earlier phases of this project utilized federal funds. The federal funds are earmarked for the I-196/Chicago Drive interchange project only.
**Cost Reduction:** With the construction I-196/Chicago Drive interchange project, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs, improved traffic operations and safer trunkline access.
**Selection:** Low bid.
**New Project Identification:** Reconstruction.
**Zip Code:** 49428.

55. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712037 $ 1,268,433.36 **$ 969,610.53**
PROJECT IM 25132-87636, ETC
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - OCTOBER 13, 2008
COMPLETION DATE - MAY 16, 2009 -23.56 %

Freeway ramp lighting replacement on I-475 at Pierson Road, Carpenter Road/Selby Street, Bristol Road, Atherton Avenue/Hemphill Road, Broadway Avenue and Longway Boulevard/Second Street in the cities of Burton and Flint, Genesee County.

3.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Nationwide Fence & Supply Company** | **$ 969,610.53** | **Same** | **1 **** |
| Rauhorn Electric, Inc. | $ 1,089,618.98 | Same | 2 |
| Metropolitan Power & Lighting, Inc. | $ 1,096,469.33 | Same | 3 |
| J. Ranck Electric, Inc. | $ 1,168,121.24 | Same | 4 |
| Motor City Electric Utilities Co. | $ 1,197,969.42 | Same | 5 |
| Posen Construction, Inc. | $ 1,211,270.78 | Same | 6 |
| Windemuller Electric, Inc. | $ 1,397,894.50 | Same | 7 |
| Alpha Electric, Inc. | $ 1,424,352.85 | Same | 8 |
| J R Howell Airport Lighting LLC | $ 1,522,023.09 | Same | 9 |
| Severance Electric Co., Inc. | | | |

9 Bidders

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

**Purpose/Business:** Freeway lighting is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems.
**Benefit:** To improve the safety of the motoring public and to reduce on-going maintenance costs.
**Funding Source:**

| | |
|---|---|
| 87636A | |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 10.00 % |
| 87641A | |
| Federal Highway Administration Funds | 90.00 % |
| State Restricted Trunkline Funds | 10.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** The relationships with the local agencies may be compromised. They are anticipating the completion of this project as announced. If the construction of these projects is not completed, federal funds must be returned because earlier phases of these projects utilized federal funds.
**Cost Reduction:** With the construction of these projects, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with greatly improved nighttime visibility.
**Selection:** Low bid.
**New Project Identification:** Rehabilitation.
**Zip Code:** 48503.

56. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712038 | $ 677,875.61 | **$ 581,403.10** |
| PROJECT STT 79011-90132 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - AUGUST 04, 2008 | | |
| COMPLETION DATE - AUGUST 29, 2008 | | -14.23 % |

5.40 mi of cold milling and hot mix asphalt resurfacing on M-24 from south of Akron Road northerly to south of Ainsworth Road, Tuscola County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Saginaw Asphalt Paving Company** | **$ 581,403.10** | **Same** | **1 **** |
| Pyramid Paving & Contracting Co. | $ 592,754.62 | Same | 2 |
| Albrecht Sand & Gravel Co. | | | |

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
90132A

| | |
|---|---|
| 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:** 48767.

57. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712047 | $ 1,413,521.21 | **$ 1,550,550.00** |
| PROJECT NH 81072-100029 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - JUNE 16, 2008 | | |
| COMPLETION DATE - AUGUST 15, 2008 | | 9.69 % |

4.33 mi of hot mix asphalt cold milling, resurfacing and upgrading sidewalk ramps on I-94BL from Main Street to east of US-23 in the city of Ann Arbor, Washtenaw County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

7.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Barrett Paving Materials, Inc.** | **$ 1,550,550.00** | **Same** | **1 **** |
| Cadillac Asphalt, LLC. | $ 1,554,005.86 | Same | 2 |
| Ajax Paving Industries, Inc. | $ 1,998,515.80 | 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 also 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:**
100029A

| | |
|---|---|
| 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:** 48105.

58. LETTING OF DECEMBER 07, 2007
PROPOSAL 0712048
PROJECT STT 66012-100375
LOCAL AGRMT.
START DATE - JUNE 01, 2008
COMPLETION DATE - JUNE 27, 2008

| ENG. EST. | LOW BID | % OVER/UNDER EST. |
|---|---|---|
| $ 682,812.64 | **$ 664,752.62** | -2.64 % |

8.39 mi of overband crack fill, double chip seal, shoulder aggregate, and pavement markings on M-64 north of Bergland and from White Pine to Silver City, Ontonagon County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Scott Transportation, Inc.** | **$ 664,752.62** | **Same** | **1 **** |
| Fahrner Asphalt Sealers, LLC. | $ 666,372.25 | Same | 2 |
| Superior Chip Sealing & Maintenance | $ 743,288.46 | 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 also 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:**
100029A

| | |
|---|---|
| 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:** 48105.

59. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712049 | $ 561,349.03 | **$ 499,491.97** |
| PROJECT NH 55011-100481 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - AUGUST 29, 2008 | | -11.02 % |

5.23 mi of hot mix asphalt resurfacing on US-41 from north of Smith Street northerly to south of County Road 352 in the village of Wallace, city of Stephenson, Menominee County. This project includes two 3 year pavement performance warranties.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Bacco Construction Company** | **$ 499,491.97** | **Same** | **1 **** |
| Payne & Dolan, Inc. | $ 534,531.32 | Same | 2 |

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
100481A

| | |
|---|---|
| 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:** 49848.

60. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712050 | $ 250,152.61 | **$ 215,272.31** |
| PROJECT STT 51031-90200 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - JUNE 23, 2008 | | |
| COMPLETION DATE - 7 working days | | -13.94 % |

1.43 mi of hot mix asphalt cold milling and resurfacing on M-22 from south of Glovers Lake Road to south of the north Manistee County line, Manistee County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Rieth-Riley Construction Co., Inc.** | **$ 215,272.31** | **Same** | **1 **** |
| Elmer's Crane & Dozer, Inc. | $ 240,734.40 | Same | 2 |

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
90200A

| | |
|---|---|
| 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:** 49675.

61. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712051 | $ 396,979.50 | **$ 391,621.80** |
| PROJECT STT 01011-90180 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - MAY 05, 2008 | | |
| COMPLETION DATE - AUGUST 28, 2008 | | -1.35 % |

8.96 mi of overband crack treatment and microsurfacing on M-65 from the south Iosco County line northerly to Turtle Road and from south of Bamfield Road to north of M-72 East, Iosco and Alcona Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Pavement Maintenance Systems, Inc.** | **$ 391,621.80** | **Same** | **1 **** |
| Strawser Incorporated | $ 422,926.10 | Same | 2 |
| Terry Asphalt Materials, Inc. | $ 434,600.00 | Same | 3 |
| Fahrner Asphalt Sealers, LLC. | | | |

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 also 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:**
90180A

| | |
|---|---|
| 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:** 48737.

62. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712052 | $ 564,261.70 | **$ 574,702.28** |
| PROJECT NH 63112-100108, ETC | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - APRIL 16, 2008 | | |
| COMPLETION DATE - JUNE 16, 2008 | | 1.85 % |

16.27 mi of hot mix asphalt crack treatment on M-1 northbound and southbound from Jewell Street to 10 Mile Road, on M-24 from the Opdyke Road split to Drahner Road, and from Burdick Street to Davison Lake Road, and hot mix asphalt microsurfacing on M-24 from Drahner Road to Burdick Street in the cities of Ferndale, Pleasant Ridge, and Auburn Hills, the villages of Lake Orion and Oxford, and the townships of Oxford and Orion, Oakland County. This project includes two 2 year pavement performance warranties.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Terry Asphalt Materials, Inc.** | **$ 574,702.28** | **Same** | **1 **** |
| Strawser Incorporated | $ 644,957.75 | Same | 2 |
| Pavement Maintenance Systems, Inc. | | | |
| John Carlo, Inc. | | | |
| Fahrner Asphalt Sealers, LLC. | | | |

2 Bidders

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

| | |
|---|---|
| 100108A | |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |
| 100109A | |
| 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:** 48371.

63. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712053 | $ 3,021,835.59 | **$ 2,999,876.44** |

PROJECT STH 62022-78707, ETC
LOCAL AGRMT. 07-5617
START DATE - JUNE 09, 2008
COMPLETION DATE - MAY 11, 2009

% OVER/UNDER EST.
-0.73 %

9.92 mi of hot mix asphalt cold milling, resurfacing, widening, joint repairs, curb and gutter, retaining wall, drain relocation, storm sewer and box culvert installations on M-82 from south of Apache Drive southerly to south of 56th Street and from Main Street southeasterly to M-37 in the cities of Fremont and Newaygo, Newaygo County. This project includes a 3 year pavement performance warranty.

10.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Rieth-Riley Construction Co., Inc.** | **$ 2,999,876.44** | **Same** | **1 **** |
| Michigan Paving & Materials Co. | $ 3,143,048.80 | Same | 2 |
| Omans Contracting, Inc. | $ 3,413,785.25 | Same | 3 |
| Aggregate Industries-Central Region | $ 4,193,541.45 | 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 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 also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** This project is a combination of Traffic and Safety Program and the Capital Preventive Maintenance Programs to preserve the integrity of MDOT’s safety assets and 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:** These treatments retard future deterioration, maintain or improve the functional condition of the system. In addition, the treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system resulting in longer pavement surface life.
**Funding Source:**

| | |
|---|---|
| 78707A | |
| Federal Highway Administration Funds | 88.23 % |
| City of Fremont | 1.97 % |
| State Restricted Trunkline Funds | 9.80 % |
| 90103A | |
| 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 accidents and injuries by not implementing safety treatments.
**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.
**Selection:** Low bid.
**New Project Identification:** Maintenance and reconstruction.
**Zip Code:** 49441.

64. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712054 | $ 1,103,834.38 | **$ 1,012,059.00** |
| PROJECT NH 77032-100113, ETC | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - JUNE 15, 2008 | | |
| COMPLETION DATE - AUGUST 17, 2008 | | -8.31 % |

5.71 mi of hot mix asphalt cold milling, resurfacing, and crack treatment on I-94BL from Quay Street to Hancock Street, on M-29 from Chartier Road to Broadway Street, from Broadbridge Road to Chartier Road, and from Clinton Street to Vine Street in the cities of Port Huron, Marine City and St. Clair, St. Clair County. This project includes a 2 year pavement performance warranty and a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Ajax Paving Industries, Inc.** | **$ 1,012,059.00** | **Same** | **1 **** |
| Ace Asphalt & Paving Co. | $ 1,081,604.25 | Same | 2 |
| John Carlo, Inc. | $ 1,098,795.89 | Same | 3 |
| Barrett Paving Materials, Inc. | $ 1,173,537.00 | 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 also 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:**

| | |
|---|---|
| 100113A | |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |
| 100115A | |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |
| 100116A | |
| Federal Highway Administration Funds | 81.85 % |
| State Restricted Trunkline Funds | 18.15 % |
| 100117A | |
| 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:** 48060.

65. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712055 | $ 334,245.10 | **$ 279,992.95** |
| PROJECT STT 74073-90124 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - JULY 07, 2008 | | |
| COMPLETION DATE - AUGUST 01, 2008 | | -16.23 % |

4.79 mi of microsurfacing and pavement markings on M-25 from Orchard Street to Forester Road, Sanilac County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Pavement Maintenance Systems, Inc.** | **$ 279,992.95** | **Same** | **1 **** |
| Strawser Incorporated | $ 286,127.88 | Same | 2 |
| Terry Asphalt Materials, Inc. | $ 313,042.85 | 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 also 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:**
90124A

| | |
|---|---|
| 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:** 48469.

66. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712056 | $ 121,410.98 | **$ 114,701.10** |
| PROJECT M 05021-90187 | | |
| LOCAL AGRMT. | | % OVER/UNDER EST. |
| START DATE - MAY 19, 2008 | | |
| COMPLETION DATE - 5 working days | | -5.53 % |

2.40 mi of overband crack sealing and single course chip sealing from southeast of Tebo School Road southeasterly to northwest of the intersection of US-131, Antrim County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Superior Chip Sealing & Maintenance** | **$ 114,701.10** | **Same** | **1 **** |
| Michigan Pavement Solutions LLC | $ 122,056.10 | Same | 2 |
| Fahrner Asphalt Sealers, LLC. | $ 128,716.10 | Same | 3 |
| Highway Maintenance and Const. Co. | | | |

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.
**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.
**Funding Source:**
90187A
State Restricted Trunkline Funds 100 %
**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.
**Cost Reduction:** Lower vehicle maintenance costs.
**Selection:** Low bid.
**New Project Identification:** Maintenance.
**Zip Code:** 49727.

67. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712057 $ 2,514,288.72 **$ 2,663,960.08**
PROJECT EBSL 39024-100091
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - SEPTEMBER 09, 2008
COMPLETION DATE - JUNE 19, 2009 5.95 %

6.79 mi of hot mix asphalt cold milling and overlay on I-94 from west of 9th Street easterly to the I-94BL ramp in the cities of Portage and Kalamazoo, Kalamazoo County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Michigan Paving & Materials Co.** | **$ 2,663,960.08** | **Same** | **1 **** |
| Aggregate Industries-Central Region | $ 3,358,558.17 | Same | 2 |

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
100091A

| | |
|---|---|
| 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:** 49002.

68. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712058 $ 1,468,300.54 **$ 1,434,330.76**
PROJECT IM 38101-100021
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - JUNE 17, 2008
COMPLETION DATE - AUGUST 02, 2008 -2.31 %

4.28 mi of hot mix asphalt cold milling and resurfacing on east and westbound I-94 from east of Sandstone Road easterly to West Avenue, Jackson County. This project includes two 3 year pavement performance warranties.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Michigan Paving & Materials Co.** | **$ 1,434,330.76** | **Same** | **1 **** |
| Rieth-Riley Construction Co., Inc. | $ 1,495,628.23 | Same | 2 |
| Aggregate Industries-Central Region | $ 2,020,075.02 | Same | 3 |
| Barrett Paving Materials, Inc. | | | |

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
100021A

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

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.
**Cost Reduction:** Lower vehicle maintenance costs.
**Selection:** Low bid.
**New Project Identification:** Maintenance.
**Zip Code:** 49201.

69. LETTING OF DECEMBER 07, 2007 — ENG. EST. — LOW BID
PROPOSAL 0712059 — $ 356,720.00 — **$ 228,598.40**
PROJECT EBSL 84914-89704
LOCAL AGRMT. — % OVER/UNDER EST.
START DATE - MAY 05, 2008
COMPLETION DATE - JUNE 14, 2008 — -35.92 %

72.43 mi of hot mix asphalt crack treatment on M-25, M-53, M-19, M-46, M-15, I-75 and M-81 at various locations, Arenac, Huron, Saginaw, Sanilac, and Tuscola Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Scodeller Construction, Inc.** | **$ 228,598.40** | **Same** | **1 **** |
| Interstate Sealant & Concrete, Inc. | $ 232,035.27 | Same | 2 |
| Superior Chip Sealing & Maintenance | $ 282,841.14 | Same | 3 |
| Michigan Joint Sealing, Inc. | $ 321,093.80 | Same | 4 |
| Fahrner Asphalt Sealers, LLC. | $ 447,720.16 | Same | 5 |

5 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
89704A

| | |
|---|---|
| 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:** 48726.

70. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712061 $ 235,209.10 **$ 251,210.35**
PROJECT STT 18032-100142
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - JULY 08, 2008
COMPLETION DATE - JULY 23, 2008 6.80 %

1.83 mi of crack sealing, two course microsurfacing, and drainage structure adjustments on US-127BR (First Street) from M-61 (Main Street) northerly to Townline Lake Road and on M-61 (Main Street) from Westlawn Street easterly to US-127BR (First Street) then southerly to Old County Farm Street in the city of Harrison, Clare County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Pavement Maintenance Systems, Inc.** | **$ 251,210.35** | **Same** | **1 **** |
| Terry Asphalt Materials, Inc. | $ 266,407.50 | Same | 2 |
| Strawser Incorporated | $ 309,906.20 | Same | 3 |
| Fahrner Asphalt Sealers, LLC. | | | |

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 also 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:**
100142A

| | |
|---|---|
| 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:** 48625.

71. LETTING OF DECEMBER 07, 2007
PROPOSAL 0712062
PROJECT NH 82052-100121
LOCAL AGRMT.
START DATE - APRIL 17, 2008
COMPLETION DATE - MAY 18, 2008

| | ENG. EST. | LOW BID |
|---|---|---|
| | $ 53,477.90 | **$ 32,103.53** |
| | | % OVER/UNDER EST. |
| | | -39.97 % |

1.69 mi of hot mix asphalt crack treatment on US-24 (Telegraph Road) from Van Born Road northerly to Oxford Street in the cities of Dearborn and Dearborn Heights, Wayne County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Scodeller Construction, Inc.** | **$ 32,103.53** | **Same** | **1 **** |
| Michigan Joint Sealing, Inc. | $ 34,921.50 | Same | 2 |
| Interstate Sealant & Concrete, Inc. | $ 43,979.05 | Same | 3 |
| JMA Contracting, LLC. | | | |
| Ajax Paving Industries, Inc. | | | |

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
100121A

| | |
|---|---|
| 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:** 48124.

72. LETTING OF DECEMBER 07, 2007 — ENG. EST. — LOW BID
PROPOSAL 0712063 — $ 206,320.90 — **$ 171,922.90**
PROJECT EBSL 54022-90055
LOCAL AGRMT. — % OVER/UNDER EST.
START DATE - JULY 14, 2008
COMPLETION DATE - 10 working days — -16.67 %

0.84 mi of hot mix asphalt cold milling and resurfacing on M-20 from south of Maple Street easterly to west of 190th Avenue in the city of Big Rapids, Mecosta County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Rieth-Riley Construction Co., Inc.** | **$ 171,922.90** | **Same** | **1 **** |
| Elmer's Crane & Dozer, Inc. | $ 185,249.60 | Same | 2 |
| Michigan Paving & Materials Co. | $ 247,637.77 | Same | 3 |
| Central Asphalt, Inc. | | | |

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
90055A

| | |
|---|---|
| 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:** 49307.

## LOCAL PROJECTS

73. LETTING OF DECEMBER 07, 2007 — ENG. EST. — LOW BID
PROPOSAL 0712006 — $ 427,922.00 — **$ 398,656.70**
PROJECT STL 19400-59636
LOCAL AGRMT. 07-5644 — % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - JUNE 20, 2008 — -6.84 %

3.03 mi of concrete curb, gutter and cross culvert replacement, cold milling hot mix asphalt surface, and hot mix asphalt overlay on Wright Road from Taft Road northerly to M-21, Clinton County.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Michigan Paving & Materials Co.** | **$ 398,656.70** | **Same** | **1 **** |
| Rieth-Riley Construction Co., Inc. | $ 444,007.74 | Same | 2 |
| Aggregate Industries-Central Region | $ 563,050.00 | Same | 3 |
| Central Asphalt, 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 also 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:**
59636A

| | |
|---|---|
| Clinton County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.
**New Project Identification:** Road resurfacing.
**Selection:** Low bid.
**Zip Code:** 48835.

74. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712007 $ 213,807.00 **$ 180,000.00**
PROJECT STU 19403-55957
LOCAL AGRMT. 07-5643 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - JUNE 20, 2008 -15.81 %

0.43 mi of hot mix asphalt cold milling and resurfacing, trenching, aggregate shoulder, and guardrail replacement on Chandler Road from Coleman Road northerly to Hunsaker Road, Clinton County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Michigan Paving & Materials Co.** | **$ 180,000.00** | **Same** | **1 **** |
| Nashville Construction Company | $ 187,687.50 | Same | 2 |
| Aggregate Industries-Central Region | $ 204,393.80 | Same | 3 |
| Tri-Valley Landscaping, Inc. | $ 206,531.60 | Same | 4 |
| Rieth-Riley Construction Co., Inc. | $ 208,981.15 | Same | 5 |
| Pro-Line Asphalt Paving Corp. | | | |
| Central Asphalt, Inc. | | | |

5 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
55957A

| | |
|---|---|
| Clinton 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:** 48823.

75. LETTING OF DECEMBER 07, 2007
PROPOSAL 0712008
PROJECT SUG 82400-100782
LOCAL AGRMT. 07-5585
START DATE - 10 days after award
COMPLETION DATE - JUNE 30, 2009

| ENG. EST. | LOW BID |
|---|---|
| $ 1,124,798.10 | **$ 998,600.47** |

% OVER/UNDER EST.
-11.22 %

Modernize traffic signals and interconnect signals at 48 locations from Madison Street to Fullerton Avenue in the city of Detroit, Wayne County.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Posen Construction, Inc.** | **$ 998,600.47** | **Same** | **1 **** |
| Alpha Electric, Inc. | $ 1,010,856.00 | Same | 2 |
| Rauhorn Electric, Inc. | $ 1,055,264.52 | Same | 3 |
| Motor City Electric Utilities Co. | $ 1,099,572.59 | Same | 4 |
| J. Ranck Electric, Inc. | $ 1,256,326.35 | Same | 5 |
| Metropolitan Power & Lighting, Inc. | | | |

5 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** This project is for traffic signal upgrades along 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:**
100782A
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:** Infrastructure-related upgrades.
**Selection:** Low bid.
**Zip Code:** 48226.

76. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712009 | $ 286,206.50 | **$ 271,960.07** |
| PROJECT STU 25609-84935, ETC | | |
| LOCAL AGRMT. 07-5657 | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - AUGUST 22, 2008 | | -4.98 % |

0.22 mi of hot mix asphalt construction of a left turn passing lane and a right turn lane, and concrete pavement repair at the Linden High School intersection on Silver Lake Road, Genesee County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Ace Asphalt & Paving Co.** | **$ 271,960.07** | **Same** | **1 **** |
| Barrett Paving Materials, Inc. | $ 277,510.70 | Same | 2 |
| Florence Cement Company | $ 280,286.93 | Same | 3 |
| Cadillac Asphalt, LLC. | $ 284,118.28 | Same | 4 |
| C & D Hughes, Inc. | $ 294,267.57 | Same | 5 |
| Lois Kay Contracting Co. | $ 296,798.41 | Same | 6 |
| Pyramid Paving & Contracting Co. | $ 298,122.53 | Same | 7 |
| Ajax Paving Industries, Inc. | $ 298,902.27 | Same | 8 |
| Zito Construction Co. | $ 301,640.42 | Same | 9 |
| Eastlund Concrete Construction | $ 328,379.37 | Same | 10 |
| Pro-Line Asphalt Paving Corp. | | | |
| Kelcris Corporation | | | |
| ABC Paving Company | | | |
| Astec Asphalt, 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 also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on the federal-aid highway system under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.
**Benefit:** By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

101031A

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

84935A

| | |
|---|---|
| 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:** 48451.

77. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712010 | $ 639,743.40 | **$ 647,548.74** |
| PROJECT STU 82457-101256 | | |
| LOCAL AGRMT. 07-5610 | | % OVER/UNDER EST. |
| START DATE - APRIL 15, 2008 | | |
| COMPLETION DATE - 45 working days | | 1.22 % |

1.01 mi of hot mix asphalt road resurfacing including cold milling, drainage structure adjustments, base repair, concrete sidewalk, sidewalk ramps and curb caps, hot mix asphalt paving, and pavement markings on Howe Road from Van Born Road to Michigan Avenue in the city of Wayne, Wayne County.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Barrett Paving Materials, Inc.** | **$ 647,548.74** | **Same** | **1 **** |
| Florence Cement Company | $ 668,541.13 | Same | 2 |
| Cadillac Asphalt, LLC. | $ 677,869.64 | Same | 3 |
| Ajax Paving Industries, Inc. | $ 710,065.92 | Same | 4 |
| ABC Paving Company | | | |

4 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
101256A

| | |
|---|---|
| Wayne 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:** 48184.

78. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712011 | $ 366,633.50 | **$ 329,843.00** |
| PROJECT CM 58081-100433 | | |
| LOCAL AGRMT. 07-5638 | | % OVER/UNDER EST. |
| START DATE - MARCH 31, 2008 | | |
| COMPLETION DATE - JULY 31, 2008 | | -10.03 % |

0.29 mi of intersection construction including earth excavation, storm sewer, hot mix asphalt base crushing and shaping and hot mix asphalt paving on Lewis Avenue at Dean Road, Monroe County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Peter A. Basile Sons, Inc.** | **$ 329,843.00** | **Same** | **1 **** |
| Ajax Paving Industries, Inc. | $ 354,860.21 | Same | 2 |
| Barrett Paving Materials, Inc. | $ 358,397.65 | Same | 3 |
| C & D Hughes, Inc. | $ 366,197.98 | Same | 4 |
| Cadillac Asphalt, LLC. | $ 379,091.69 | Same | 5 |
| ABC Paving Company | | | |

5 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
100433A

| | |
|---|---|
| Monroe County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer’s best estimate of probable construction cost. The contract’s final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.
**New Project Identification:** Infrastructure-related upgrades.
**Selection:** Low bid.
**Zip Code:** 48182.

79. LETTING OF DECEMBER 07, 2007
PROPOSAL 0712012
PROJECT EDC 41544-74897
LOCAL AGRMT. 07-5660
START DATE - APRIL 01, 2008
COMPLETION DATE - JULY 03, 2008

| ENG. EST. | LOW BID |
|---|---|
| $ 1,715,987.56 | **$ 1,297,775.00** |

% OVER/UNDER EST.

-24.37 %

1.00 mi of road reconstruction including concrete curb and gutter, storm sewer, hot mix asphalt paving and pavement markings on Northland Drive from 12 Mile Road to 13 Mile Road, Kent County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Dean's Landscaping & Excavating** | **$ 1,297,775.00** | **Same** | **1 **** |
| D.J. McQuestion & Sons, Inc. | $ 1,396,891.15 | Same | 2 |
| CL Trucking & Excavating, LLC. | $ 1,452,536.08 | Same | 3 |
| Milbocker and Sons, Inc. | $ 1,460,897.70 | Same | 4 |
| Dykema Excavators, Inc. | $ 1,525,078.79 | Same | 5 |
| Schippers Excavating, Inc. | $ 1,525,743.03 | Same | 6 |
| Peters Construction Co. | $ 1,611,437.52 | Same | 7 |
| Kalin Construction Co., Inc. | $ 1,644,523.04 | Same | 8 |
| Bultema Brothers Road Contractors | $ 1,651,853.91 | Same | 9 |
| Nashville Construction Company | $ 1,699,710.50 | Same | 10 |
| Jack Dykstra Excavating Inc | $ 1,706,876.37 | Same | 11 |
| Kamminga & Roodvoets, Inc. | $ 1,716,408.65 | Same | 12 |
| C & D Hughes, Inc. | $ 1,733,684.69 | Same | 13 |
| Kentwood Excavating, Inc. | $ 1,771,816.33 | Same | 14 |
| Diversco Construction Company Inc. | $ 1,814,116.72 | Same | 15 |
| Mead Bros. Excavating, Inc. | | | |
| Fisher Contracting Company | | | |
| ABC Paving Company | | | |
| Michigan Paving & Materials Co. | | | |
| Robert Bailey Contractors, Inc. | | | |
| Wadel Stabilization, Inc. | | | |

15 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.
**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.
**Funding Source:**
74897A

| | |
|---|---|
| Kent County | 20.00 % |
| State Restricted Trunkline Funds | 80.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** If this project is not awarded state funding could be utilized elsewhere thereby negating the previously stated benefits. If this project is not awarded the Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), in conjunction with the Michigan Department of Transportation Office of Economic Development, may decide to table the work until a future fiscal year and appropriate federal funds. Subsequently, under this scenario, other jobs could lose precedence on the Transportation Improvement Program.
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.
**New Project Identification:** Road reconstruction.
**Selection:** Low bid.
**Zip Code:** 49341.

80. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712013 $ 3,122,514.26 **$ 2,802,418.66**
PROJECT STU 41401-100864, ETC
LOCAL AGRMT. 07-5666, 07-5667 % OVER/UNDER EST.
START DATE - MAY 01, 2008
COMPLETION DATE - JULY 20, 2008 -10.25 %

5.01 mi of hot mix asphalt road resurfacing including cold milling, drainage structure adjustment, hot mix asphalt paving, concrete sidewalk and pavement markings on Eastern Avenue from 60th Street to 44th Street, on 60th Street from Division Street to Easter Avenue, on Eastern Avenue from 60th Street to 68th Street and on 68th Street from Plaster Creek to Hanna Lake Road, Kent County.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Rieth-Riley Construction Co., Inc.** | **$ 2,802,418.66** | **Same** | **1 **** |
| Michigan Paving & Materials Co. | $ 2,820,005.59 | Same | 2 |
| Aggregate Industries-Central Region | $ 3,364,679.76 | 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 also 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 the local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

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

**Funding Source:**

| | | |
|---|---|---|
| 100864A | | |
| | Federal Highway Administration Funds | 80.00 % |
| | State Restricted Trunkline Funds | 20.00 % |
| 101036A | | |
| | Federal Highway Administration Funds | 80.00 % |
| | State Restricted Trunkline Funds | 20.00 % |
| 101037A | | |
| | Federal Highway Administration Funds | 80.00 % |
| | State Restricted Trunkline Funds | 20.00 % |
| 101038A | | |
| | 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:** 49548.

81. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712014 | $ 68,958.00 | **$ 65,521.60** |

PROJECT CM 46400-88113
LOCAL AGRMT. 07-5326
START DATE - APRIL 15, 2008
COMPLETION DATE - JULY 15, 2008

% OVER/UNDER EST.
-4.98 %

0.45 mi of bicycle path grading, aggregate, and hot mix asphalt areawide from Union Street to Russel Road in the city of Tecumseh, Lenawee County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Slusarski Excavating & Paving, Inc.** | **$ 65,521.60** | **Same** | **1 **** |
| Concord Excavating & Grading, Inc. | $ 66,784.92 | Same | 2 |
| Brady Sand & Gravel, Inc. | $ 69,863.66 | Same | 3 |
| E.T. MacKenzie Company | $ 70,835.26 | Same | 4 |
| Sera Excavating, LLC. | $ 72,312.26 | Same | 5 |
| Mead Bros. Excavating, Inc. | $ 74,355.82 | $ 72,855.82 | 6 |
| Fonson, Inc. | $ 81,942.00 | Same | 7 |
| C & D Hughes, Inc. | $ 82,542.66 | Same | 8 |
| Aggregate Industries-Central Region | $ 83,727.86 | Same | 9 |
| ABC Paving Company | $ 88,836.00 | Same | 10 |
| Cadwell Brothers Construction Comp | $ 98,481.74 | Same | 11 |
| Washtenaw Inc. Maintenance Service | $ 117,875.76 | Same | 12 |
| Barrett Paving Materials, Inc. | | | |
| Michigan Paving & Materials Co. | | | |

12 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
88113A

| | |
|---|---|
| Federal Highway Administration Funds | 80.00 % |
| City of Tecumseh | 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:** Infrastructure-related upgrades.
**Selection:** Low bid.
**Zip Code:** 49286.

82. LETTING OF DECEMBER 07, 2007
PROPOSAL 0712015
PROJECT STH 73609-87752, ETC
LOCAL AGRMT. 07-5652
START DATE - MAY 05, 2008
COMPLETION DATE - JUNE 27, 2009

| ENG. EST. | LOW BID |
|---|---|
| $ 235,763.70 | **$ 213,812.00** |

% OVER/UNDER EST.
-9.31 %

0.15 mi of traffic signal installation, boulevard and pavement removal, concrete pavement repair, cold milling concrete pavement, concrete center turn lane construction, hot mix asphalt surfacing, and sidewalk ramps on Gallagher Street from Williamson Street to Wilkins Street and on Court Street from Handley Street to Elmview Court in the city of Saginaw, Saginaw County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **A. J. Rehmus & Son, Inc.** | **$ 213,812.00** | **Same** | **1 **** |
| Pamar Enterprises, Inc. | $ 229,033.55 | Same | 2 |
| Eastlund Concrete Construction | $ 238,882.74 | Same | 3 |
| Metropolitan Power & Lighting, Inc. | $ 256,584.29 | Same | 4 |
| Motor City Electric Utilities Co. | $ 271,948.26 | Same | 5 |
| Rauhorn Electric, Inc. | $ 274,528.64 | Same | 6 |
| J. Ranck Electric, Inc. | | | |
| Kelcris Corporation | | | |
| J R Howell Airport Lighting LLC | | | |

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 also jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on the federal-aid highway system under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.
**Benefit:** By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.
**Funding Source:**

| | |
|---|---|
| 87752A | |
| Federal Highway Administration Funds | 80.00 % |
| City of Saginaw | 20.00 % |
| 87756A | |
| Federal Highway Administration Funds | 80.00 % |
| City of Saginaw | 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:** 48601, 48602.

83. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712017 | $ 186,574.75 | **$ 197,907.39** |
| PROJECT CMG 25400-100391 | | |
| LOCAL AGRMT. 07-5639 | | % OVER/UNDER EST. |
| START DATE - JANUARY 02, 2008 | | |
| COMPLETION DATE - MAY 05, 2008 | | 6.07 % |

Closed loop radio interconnect system for traffic signals at 13 intersections on Miller Road from Dye Road to Ballenger Highway in the city of Flint, Genesee County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Metropolitan Power & Lighting, Inc.** | **$ 197,907.39** | **Same** | **1 **** |
| J R Howell Airport Lighting LLC | $ 200,793.41 | Same | 2 |
| Alpha Electric, Inc. | $ 204,709.00 | Same | 3 |
| J. Ranck Electric, Inc. | $ 208,211.45 | Same | 4 |
| Rauhorn Electric, Inc. | $ 234,379.26 | Same | 5 |
| Motor City Electric Utilities Co. | $ 265,846.00 | Same | 6 |
| Strain Electric Company | | | |

6 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
100391A

| | |
|---|---|
| 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:** Infrastructure-related upgrades.
**Selection:** Low bid.
**Zip Code:** 48532.

84. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712019 | $ 109,833.60 | **$ 101,427.26** |
| PROJECT STH 41609-84952 | | |
| LOCAL AGRMT. 07-5609 | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - JULY 01, 2008 | | -7.65 % |

0.22 mi of traffic signal upgrades and miscellaneous approach work on Michigan Street at Diamond Avenue and on Richmond Street at Alpine Avenue in the city of Grand Rapids, Kent County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **J R Howell Airport Lighting LLC** | **$ 101,427.26** | **Same** | **1 **** |
| Allstate Electric, Inc. | $ 110,554.98 | Same | 2 |
| Strain Electric Company | $ 112,797.80 | Same | 3 |
| J. Ranck Electric, Inc. | $ 125,503.85 | Same | 4 |
| DVT Electric, Inc | $ 130,352.50 | Same | 5 |
| Windemuller Electric, Inc. | $ 138,914.08 | Same | 6 |
| Motor City Electric Utilities Co. | $ 160,053.97 | Same | 7 |
| Metropolitan Power & Lighting, Inc. | $ 193,683.84 | Same | 8 |
| Severance Electric Co., Inc. | | | |
| Trans Tech Electric, L.P. | | | |

8 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** This project is for traffic signal upgrades along 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:**
84952A

| | |
|---|---|
| Federal Highway Administration Funds | 80.00 % |
| City of Grand Rapids | 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:** Sign upgrades.
**Selection:** Low bid.
**Zip Code:** 49504.

85. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712020 $ 249,971.00 **$ 219,199.88**
PROJECT HPSL 31003-101016
LOCAL AGRMT. 07-5642 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - SEPTEMBER 26, 2008 -12.31 %

Removal of substructure and addition of riprap to protect the new bridge on Sturgeon River Road at Sturgeon River, Houghton County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Hebert Construction Company** | **$ 219,199.88** | **Same** | **1 **** |
| Bill Siler Contracting, Inc. | $ 231,438.49 | Same | 2 |
| Snowden, Inc. | $ 249,028.48 | Same | 3 |
| A. Lindberg & Sons, Inc. | $ 349,065.00 | Same | 4 |
| Bacco Construction Company | | | |
| MJO Contracting, Inc. | | | |
| E & M Contracting, Inc. | | | |
| Zenith Tech, Inc. | | | |

4 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** This project is for the rehabilitation of a bridge on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.
**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.
**Funding Source:**
101016A
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:** 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 rehabilitation.
**Selection:** Low bid.
**Zip Code:** 49916.

86. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712021 $ 661,415.00 **$ 299,992.00**
PROJECT CM 41900-100465, ETC
LOCAL AGRMT. 07-5650, 07-5651 % OVER/UNDER EST.
START DATE - MARCH 01, 2008
COMPLETION DATE - DECEMBER 01, 2008 -54.64 %

Procurement of materials for 10 mi of fiber optic traffic signal interconnections and 8 mi of ATMS fiber optic communications network areawide and on 44th Street from Patterson Avenue to Byron Center Road in the cities of Wyoming and Grand Rapids, Kent County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **DVT Electric, Inc** | **$ 299,992.00** | **Same** | **1 **** |
| Windemuller Electric, Inc. | $ 321,998.16 | Same | 2 |
| Severance Electric Co., Inc. | $ 338,456.12 | Same | 3 |
| Strain Electric Company | $ 439,172.04 | Same | 4 |
| Motor City Electric Utilities Co. | $ 468,439.50 | Same | 5 |
| J. Ranck Electric, Inc. | $ 894,192.85 | Same | 6 |
| Metropolitan Power & Lighting, Inc. | | | |
| Trans Tech Electric, L.P. | | | |

6 Bidders

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

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

**Purpose/Business Case:** This project is for material procurement in association with infrastructure-related upgrades along 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:**

| | |
|---|---|
| 100465A | |
| Federal Highway Administration Funds | 80.00 % |
| City of Wyoming | 20.00 % |
| 100466A | |
| Federal Highway Administration Funds | 80.00 % |
| City of Grand Rapids | 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:** Infrastructure-related upgrades.
**Selection:** Low bid.
**Zip Code:** 49503.

87. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712022 | $ 368,267.75 | **$ 343,245.68** |
| PROJECT HRRR 64609-90194 | | |
| LOCAL AGRMT. 07-5668 | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - 30 working days | | -6.79 % |

0.51 mi of vertical curve modification and reconstruction including earth excavation, embankment, hot mix asphalt cold milling and paving, aggregate base, drainage improvements, and slope restoration on 192nd Avenue from Gale Road northerly to north of Warren Road, Oceana County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Hallack Contracting, Inc.** | **$ 343,245.68** | **Same** | **1 **** |
| D.J. McQuestion & Sons, Inc. | $ 344,720.20 | Same | 2 |
| Brenner Excavating, Inc. | $ 357,704.60 | Same | 3 |
| Omans Contracting, Inc. | $ 360,536.35 | Same | 4 |
| Stein Construction Co., Inc. | $ 378,239.50 | Same | 5 |
| Milbocker and Sons, Inc. | $ 392,138.45 | Same | 6 |
| C & D Hughes, Inc. | $ 393,134.95 | Same | 7 |
| McCormick Sand, Inc. | $ 402,440.75 | Same | 8 |
| Wadel Stabilization, Inc. | $ 416,066.01 | Same | 9 |
| Kamminga & Roodvoets, Inc. | $ 425,916.25 | Same | 10 |
| Nashville Construction Company | $ 429,947.16 | Same | 11 |
| Schippers Excavating, Inc. | $ 464,118.00 | Same | 12 |
| Thompson Brothers, Inc. | | | |
| Davis Construction, Inc. | | | |
| Rieth-Riley Construction Co., Inc. | | | |

12 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on the federal-aid highway system under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.
**Benefit:** By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**
90194A

| | |
|---|---|
| Oceana 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:** Road reconstruction.
**Selection:** Low bid.
**Zip Code:** 49421.

88. LETTING OF DECEMBER 07, 2007
PROPOSAL 0712023
PROJECT HRRR 44609-90182
LOCAL AGRMT. 07-5670
START DATE - 10 days after award
COMPLETION DATE - JULY 01, 2008

| ENG. EST. | LOW BID | % OVER/UNDER EST. |
|---|---|---|
| $ 271,087.00 | **$ 216,998.51** | -19.95 % |

17.21 mi of tree removal, guardrail, permanent signing and pavement marking upgrades at 9 locations along Silverwood Road, Clifford Road, Stanley Road, McKeen Road, Farnsworth Road, Hadley Road, Wilder Road, Peppermill Road at Maple Grove Road intersection, and Doran Road at Imlay City Road intersection, Lapeer County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Boddy Construction Company, Inc.** | **$ 216,998.51** | **Same** | **1 **** |
| Wonsey Tree Service, Inc. | $ 234,541.76 | Same | 2 |
| Tri-Valley Landscaping, Inc. | $ 236,737.60 | Same | 3 |
| Snowden, Inc. | $ 237,067.50 | Same | 4 |
| Novak Nurseries, Inc. | $ 248,485.26 | Same | 5 |
| Rite Way Fence, Inc. | $ 253,572.45 | Same | 6 |
| Nashville Construction Company | $ 260,228.94 | Same | 7 |
| Marlette Excavating Company | $ 285,292.30 | Same | 8 |
| J. Slagter & Son Construction Co. | $ 304,701.26 | Same | 9 |
| Zito Construction Co. | | | |
| DiPonio Contracting L.L.C. | | | |
| Teltow Contracting, Inc. | | | |
| ABC Paving Company | | | |
| J & J Contracting, Inc. | | | |
| Champagne and Marx Excavating, Inc. | | | |

9 Bidders

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

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

**Purpose/Business Case:** This project is for the removal of trees, removal and replacement of signs, and guardrail and sign upgrades along 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:**

90182A

| | |
|---|---|
| Lapeer 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:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 48446.

89. LETTING OF DECEMBER 07, 2007

PROPOSAL 0712024

PROJECT BHT 41025-86289

LOCAL AGRMT. 07-5615

START DATE - 10 days after award

COMPLETION DATE - JULY 28, 2008

| ENG. EST. | LOW BID |
|---|---|
| $ 1,809,522.95 | **$ 1,330,188.86** |
| | % OVER/UNDER EST. |
| | -26.49 % |

Deck and railing replacement, pin and hanger replacement, partial painting, substructure repair and related approach work on Hall Street over Norfolk Southern Railroad and Steele Avenue in the city of Grand Rapids, Kent County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **J. Slagter & Son Construction Co.** | **$ 1,330,188.86** | **Same** | **1 **** |
| Anlaan Corporation | $ 1,365,976.50 | Same | 2 |
| Davis Construction, Inc. | $ 1,524,456.80 | Same | 3 |
| Posen Construction, Inc. | $ 1,532,837.11 | Same | 4 |
| Milbocker and Sons, Inc. | $ 1,580,570.22 | Same | 5 |
| L.W. Lamb, Inc. | $ 1,587,243.02 | Same | 6 |
| C. A. Hull Co., Inc. | $ 1,593,643.30 | Same | 7 |
| Midwest Bridge Company | $ 1,667,620.65 | Same | 8 |

8 Bidders

WITHDRAWN @ SAB

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 also jeopardize federal funds that are allocated to the State of Michigan.

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

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

**Funding Source:**

86289A

| | |
|---|---|
| Federal Highway Administration Funds | 79.90 % |
| City of Grand Rapids | 5.12 % |
| State Restricted Trunkline Funds | 14.98 % |

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

**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.
**New Project Identification:** Bridge rehabilitation.
**Selection:** Low bid.
**Zip Code:** 49507.

90. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712026 | $ 378,788.90 | **$ 338,030.11** |
| PROJECT STUL 12439-89560 | | |
| LOCAL AGRMT. 07-7672 | | % OVER/UNDER EST. |
| START DATE - JUNE 16, 2008 | | |
| COMPLETION DATE - JULY 25, 2008 | | -10.76 % |

1.70 mi of hot mix asphalt crushing, shaping, cold milling and resurfacing, concrete curb and gutter, and storm sewer work on West Garfield Avenue from North Fillmore to Sprague Road in the city of Coldwater, Branch County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Michigan Paving & Materials Co.** | **$ 338,030.11** | **Same** | **1 **** |
| Aggregate Industries-Central Region | $ 465,588.49 | Same | 2 |

2 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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 the local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.
**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**
89560A

| | |
|---|---|
| Branch County | 20.00 % |
| Federal Highway Administration Funds | 80.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.
**New Project Identification:** Road resurfacing.
**Selection:** Low bid.
**Zip Code:** 49036.

91. LETTING OF DECEMBER 07, 2007
PROPOSAL 0712027
PROJECT CM 11400-90385, ETC
LOCAL AGRMT. 07-5664
START DATE - APRIL 15, 2008
COMPLETION DATE - JUNE 15, 2008

| ENG. EST. | LOW BID | % OVER/UNDER EST. |
|---|---|---|
| $ 140,153.50 | **$ 121,669.67** | -13.19 % |

Removal of traffic signals, poles, controllers and cabinets at the intersections of Territorial Road and Fair Avenue and Market Street and Colfax Avenue and signal optimization including mast arms, controller and cabinet, pedestrian pushbuttons and traffic loop detectors at the intersection of Colfax Avenue and May Street in the city of Benton Harbor, Berrien County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Wolverine Electrical Contracting** | **$ 121,669.67** | **Same** | **1 **** |
| J R Howell Airport Lighting LLC | $ 133,529.35 | Same | 2 |
| Windemuller Electric, Inc. | $ 140,499.00 | Same | 3 |
| Strain Electric Company | $ 143,465.00 | Same | 4 |
| J. Ranck Electric, Inc. | $ 143,819.89 | Same | 5 |
| Trans Tech Electric, L.P. | $ 144,657.27 | Same | 6 |
| Allstate Electric, Inc. | $ 154,965.62 | Same | 7 |
| Metropolitan Power & Lighting, Inc. | $ 200,339.44 | Same | 8 |
| Motor City Electric Utilities Co. | $ 201,963.05 | Same | 9 |
| DVT Electric, Inc | | | |

9 Bidders

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

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

| | | |
|---|---|---|
| 90385A | | |
| | City of Benton Harbor | 20.00 % |
| | Federal Highway Administration Funds | 80.00 % |
| 90386A | | |
| | 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:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 49022.

92. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712029 | $ 625,299.78 | **$ 539,041.13** |
| PROJECT CMG 82191-100424 | | |
| LOCAL AGRMT. 07-5620 | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - 60 working days | | -13.79 % |

Traffic signal installations and interconnection at 5 intersections on Allen Road from King Road to Wal-Mart and Target Drives and on West Road at Monterey Drive in the city of Woodhaven, Wayne County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Rauhorn Electric, Inc.** | **$ 539,041.13** | **Same** | **1 **** |
| Alpha Electric, Inc. | $ 594,308.80 | Same | 2 |
| Metropolitan Power & Lighting, Inc. | $ 596,384.00 | Same | 3 |
| Motor City Electric Utilities Co. | $ 599,436.14 | Same | 4 |
| J. Ranck Electric, Inc. | $ 607,943.93 | Same | 5 |
| Severance Electric Co., Inc. | $ 626,593.90 | Same | 6 |
| Posen Construction, Inc. | $ 636,803.69 | Same | 7 |

7 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
100424A
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:** Infrastructure-related upgrades.
**Selection:** Low bid.
**Zip Code:** 48183.

93. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712033 | $ 195,023.53 | **$ 131,488.12** |
| PROJECT BRT 39008-90387-2 | | |
| LOCAL AGRMT. 07-5283 | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - APRIL 22, 2008 | | -32.58 % |

Construct a new traffic signal and replace an existing four-way flashing beacon at the intersection of 11th Street and Michigan Avenue, Kalamazoo County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **J R Howell Airport Lighting LLC** | **$ 131,488.12** | **Same** | **1 **** |
| DVT Electric, Inc | $ 160,102.50 | Same | 2 |
| Severance Electric Co., Inc. | $ 160,721.50 | Same | 3 |
| J. Ranck Electric, Inc. | $ 181,605.39 | Same | 4 |
| Metropolitan Power & Lighting, Inc. | $ 208,200.00 | Same | 5 |
| Strain Electric Company | | | |
| Windemuller Electric, Inc. | | | |
| Trans Tech Electric, L.P. | | | |

5 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also jeopardize federal funds that are allocated to the State of Michigan.
**Purpose/Business Case:** This project is for advance signal work in association with a bridge replacement project 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:**
90387A

| | |
|---|---|
| Kalamazoo County | 5.00 % |
| Federal Highway Administration Funds | 80.00 % |
| State Restricted Trunkline Funds | 15.00 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** If 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 upgrades.
**Selection:** Low bid.
**Zip Code:** 49008.

94. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712040 $ 179,933.65 **$ 165,232.44**
PROJECT CMG 82062-100422
LOCAL AGRMT. 07-5599 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - 40 working days -8.17 %

Two traffic signal upgrades and interconnect on Evergreen Road from north of Hubbard Drive along Henry Ford Community College campus, Wayne County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Rauhorn Electric, Inc.** | **$ 165,232.44** | **Same** | **1 **** |
| Alpha Electric, Inc. | $ 174,040.14 | Same | 2 |
| Metropolitan Power & Lighting, Inc. | $ 174,635.16 | Same | 3 |
| J. Ranck Electric, Inc. | $ 182,728.15 | Same | 4 |
| Posen Construction, Inc. | $ 191,100.00 | Same | 5 |
| Severance Electric Co., Inc. | $ 201,667.40 | Same | 6 |
| Motor City Electric Utilities Co. | $ 229,902.02 | Same | 7 |

7 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
100422A
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:** Infrastructure-related upgrades.
**Selection:** Low bid.
**Zip Code:** 48124.

95. LETTING OF DECEMBER 07, 2007 ENG. EST. LOW BID
PROPOSAL 0712041 $ 1,623,620.77 **$ 1,544,116.53**
PROJECT CMG 25400-100385-2
LOCAL AGRMT. 07-5594 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - AUGUST 15, 2008 -4.90 %

Traffic and pedestrian signal upgrades, wireless signal interconnect, and ADA sidewalk ramps at 19 locations in the city of Flint, Genesee County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Rauhorn Electric, Inc.** | **$ 1,544,116.53** | **Same** | **1 **** |
| J. Ranck Electric, Inc. | $ 1,554,205.33 | Same | 2 |
| J R Howell Airport Lighting LLC | $ 1,613,220.47 | Same | 3 |
| Metropolitan Power & Lighting, Inc. | $ 1,628,253.02 | Same | 4 |
| Alpha Electric, Inc. | $ 1,793,444.54 | Same | 5 |
| Motor City Electric Utilities Co. | $ 1,803,507.97 | Same | 6 |
| Severance Electric Co., Inc. | | | |

6 Bidders

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

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

100385A

| | |
|---|---|
| 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:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 48502.

96. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712042 | $ 351,354.00 | **$ 283,711.17** |

PROJECT STUL 03495-89605
LOCAL AGRMT. 07-5679
START DATE - JUNE 15, 2008
COMPLETION DATE - AUGUST 08, 2008

% OVER/UNDER EST.
-19.25 %

0.52 mi of pavement removal, aggregate base, sewer work, hot mix asphalt resurfacing, curb and gutter, and sidewalk work on Washington Street from the west city limits to east of Grant Street in the city of Otsego, Allegan County.

5.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Brenner Excavating, Inc.** | **$ 283,711.17** | **Same** | **1 **** |
| Peters Construction Co. | $ 287,009.43 | Same | 2 |
| Hoffman Bros., Inc. | $ 293,186.77 | Same | 3 |
| Triangle Excavators, Inc. | $ 297,361.50 | Same | 4 |
| CL Trucking & Excavating, LLC. | $ 298,093.17 | Same | 5 |
| Balkema Excavating, Inc. | $ 305,188.85 | Same | 6 |
| Kalin Construction Co., Inc. | $ 307,067.39 | Same | 7 |
| Schippers Excavating, Inc. | $ 309,178.75 | Same | 8 |
| Bultema Brothers Road Contractors | $ 309,858.75 | Same | 9 |
| Robert Bailey Contractors, Inc. | $ 313,000.00 | Same | 10 |
| Milbocker and Sons, Inc. | $ 322,071.32 | Same | 11 |
| Weick Bros., Inc. | $ 322,300.70 | Same | 12 |
| Kamminga & Roodvoets, Inc. | $ 330,595.45 | Same | 13 |
| Northern Construction Services, Co. | $ 332,077.48 | Same | 14 |
| Dykema Excavators, Inc. | $ 344,210.25 | Same | 15 |
| Kentwood Excavating, Inc. | $ 346,408.30 | Same | 16 |
| Nashville Construction Company | $ 367,150.27 | Same | 17 |
| Mokma Excavating, Inc. | $ 390,051.50 | Same | 18 |
| Washtenaw Inc. Maintenance Service | $ 461,439.48 | Same | 19 |
| Champagne and Marx Excavating, Inc. | | | |
| Michigan Paving & Materials Co. | | | |
| Aggregate Industries-Central Region | | | |

19 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 also jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on the federal-aid highway system under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.
**Benefit:** By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.
**Funding Source:**
89605A

| | |
|---|---|
| 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:** 49078.

97. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712043 | $ 299,206.00 | **$ 252,422.26** |

PROJECT STUL 76421-89572
LOCAL AGRMT. 07-5677 — % OVER/UNDER EST.
START DATE - JUNE 02, 2008
COMPLETION DATE - 40 working days — -15.64 %

0.14 mi of pavement reconstruction, curb and gutter, watermain and drainage improvements on Corunna Avenue from Brady Street easterly to Comstock Street in the city of Corunna, Shiawassee County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **CL Trucking & Excavating, LLC.** | **$ 252,422.26** | **Same** | **1 **** |
| Perrin Construction Co., Inc. | $ 278,432.46 | Same | 2 |
| Geiersbach Construction, Inc. | $ 294,936.30 | Same | 3 |
| Cadwell Brothers Construction Comp | $ 300,331.20 | Same | 4 |
| Rohde Brothers Excavating, Inc. | $ 306,804.73 | Same | 5 |
| C & D Hughes, Inc. | $ 312,398.83 | Same | 6 |
| Zito Construction Co. | $ 314,307.26 | Same | 7 |
| Tri-Valley Landscaping, Inc. | $ 319,363.90 | Same | 8 |
| Eastlund Concrete Construction | $ 326,321.70 | Same | 9 |
| L.J. Construction, Inc. | $ 331,787.00 | Same | 10 |
| Champagne and Marx Excavating, Inc. | $ 349,283.28 | Same | 11 |
| Goretski's Construction Company | $ 365,761.00 | Same | 12 |
| Aggregate Industries-Central Region | $ 417,333.44 | Same | 13 |
| Heystek Contracting Inc. | $ 427,345.90 | Same | 14 |
| Washtenaw Inc. Maintenance Service | $ 433,171.03 | Same | 15 |
| A. J. Rehmus & Son, Inc. | | | |
| Milbocker and Sons, Inc. | | | |
| Rieth-Riley Construction Co., Inc. | | | |
| E.T. MacKenzie Company | | | |
| Youngstrom Contracting, Inc. | | | |
| Lois Kay Contracting Co. | | | |
| Ace Asphalt & Paving Co. | | | |
| Saginaw Asphalt Paving Company | | | |
| DiPonio Contracting L.L.C. | | | |

15 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 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 also jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on the federal-aid highway system under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.
**Benefit:** By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.
**Funding Source:**
By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

89572A

| | |
|---|---|
| City of Corunna | 26.05 % |
| Federal Highway Administration Funds | 59.16 % |
| State Restricted Trunkline Funds | 14.79 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. 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:** 48817.

98. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712044 | $ 426,950.00 | **$ 399,979.00** |
| PROJECT HRRR 53609-90193 | | |
| LOCAL AGRMT. 07-5669 | | % OVER/UNDER EST. |
| START DATE - 10 days after award | | |
| COMPLETION DATE - JUNE 15, 2008 | | -6.32 % |

1.36 mi of shoulder trenching and widening, hot mix asphalt paving, guardrail upgrades and tree removal on North Lakeshore Drive from M-116 northerly to Robert Street, Mason County.

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Rieth-Riley Construction Co., Inc.** | **$ 399,979.00** | **Same** | **1 **** |
| Elmer's Crane & Dozer, Inc. | $ 436,479.00 | Same | 2 |

2 Bidders

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

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

**Purpose/Business Case:** This project is for shoulder trenching and widening, hot mix asphalt paving, and guardrail upgrades along 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:**

90193A

| | |
|---|---|
| Mason 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:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 49431.

99. LETTING OF DECEMBER 07, 2007

| | ENG. EST. | LOW BID |
|---|---|---|
| PROPOSAL 0712046 | $ 1,305,347.70 | **$ 1,249,695.80** |

PROJECT STU 63459-101127
LOCAL AGRMT. 07-5690
START DATE - APRIL 21, 2008
COMPLETION DATE - JULY 03, 2008

% OVER/UNDER EST.

-4.26 %

0.70 mi of hot mix asphalt cold milling and resurfacing, concrete cold milling and pavement repairs, drainage structure, sewer work, concrete sidewalk and ramp work on Nine Mile Road from Greenfield Road to Parklawn Street in the city of Oak Park, Oakland County.

10.00 % DBE participation required

| BIDDER | AS-SUBMITTED | AS-CHECKED | |
|---|---|---|---|
| **Ajax Paving Industries, Inc.** | **$ 1,249,695.80** | **Same** | **1 **** |
| Cadillac Asphalt, LLC. | $ 1,331,925.52 | Same | 2 |
| Florence Cement Company | $ 1,333,229.99 | Same | 3 |
| Barrett Paving Materials, Inc. | $ 1,427,160.53 | Same | 4 |
| John Carlo, Inc. | $ 1,427,733.28 | Same | 5 |
| Pamar Enterprises, Inc. | $ 1,430,098.35 | Same | 6 |
| Angelo Iafrate Construction Company | | | |

6 Bidders

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

**Criticality**: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would also 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:**
101127A

| | |
|---|---|
| Federal Highway Administration Funds | 67.16 % |
| City of Oak Park | 2.67 % |
| State Restricted Trunkline Funds | 30.17 % |

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.
**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.
**New Project Identification:** Road resurfacing.
**Selection:** Low bid.
**Zip Code:** 48237.

# EXTRAS

100. **Extra 2007 - 190**

| | | |
|---|---|---|
| Control Section/Job Number: | 82400-75621 | Local Agency Project |
| State Administrative Board - | This project exceeds the 6% Ad Board limit for reviewing extras. | |
| State Transportation Commission - | Does not meet criteria. | |
| Contractor: | Motor City Electric Utilities Co.<br>9440 Grinnell<br>Detroit, MI 48213 | |
| Designed By: | Wade-Trim Associates, Inc.<br>Consulting Engineering Associates, Inc. | |
| Engineer's Estimate: | $1,910,139.75 | |

Description of Project:

Revisions, interconnecting new signals, and removals citywide at 45 locations in the City of Detroit, Wayne County.

| | | |
|---|---|---|
| Administrative Board Approval Date: | June 7, 2005 | |
| Contract Date: | August 2, 2005 | |
| Original Contract Amount: | $2,192,631.40 | |
| Total of Overruns/Changes (Approved to Date): | 0.00 | + 0.00% |
| Total of Extras/Adjustments (Approved to Date): | 0.00 | + 0.00% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| **THIS REQUEST** | **202,798.80** | **+ 9.25%** |
| **Revised Total** | $2,395,430.20 | + 9.25% |

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of $2,192,631.40.

Approval of this extra will place the authorized status of the contract 9.25% or $202,798.80 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

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

**CM 4**

| | | |
|---|---|---|
| Rem, Curb & Gutter Special | 2,650.000 Ft @ $9.45/Ft | $25,042.50 |
| Curb & Gutter Special | 2,650.000 Ft @ $15.75/Ft | 41,737.50 |
| Rem, Sidewalk Special | 1,735.000 Syd @ $14.18/Syd | 24,602.30 |
| Sidewalk, 4" Conc Special | 9,000.000 Sft @ $4.72/Sft | 42,480.00 |
| Sidewalk, 6" Conc Special | 3,000.000 Sft @ $5.35/Sft | 16,050.00 |
| ADA Ramp w/Detectable Warning Special | 3,610.000 Sft @ $14.65/Sft | 52,886.50 |
| **Total** | | **$202,798.80** |

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

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, 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 at various locations within the 45 intersections set up on the project. The prices for this work reflects cost increases since 2005 and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the cost includes the traffic control the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue. In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic, and could not work on the weekends which had major downtown events. The extra cost for the above items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

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 it's December 18, 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:** 48201, 48204, 48206, 48208, 48209, 48221, 48223, 48227, 48235, 48238.

101. **Extra 2007 -191**

Control Section/Job Number: 82123-45199 MDOT Project

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

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: HNTB, Inc.-main consultant
6 other subconsultants

Engineer's Estimate: $24,774,092.81

Description of Project:

0.93 miles of reconstruction of mainline I-96 and ramps, drainage work, signing, pavement marking, lighting, ITS, guardrail construction, concrete barrier wall and valley gutter, curb and gutter, and turf establishment and bridge work of deck replacement, overlay, steel repair, pin and hanger, paint, guardrail, substructure and abutment repair, widening, beam heat straightening on 14 bridges on I-96 from Warren Avenue to Roosevelt Avenue in the City of Detroit, Wayne County.

| | | |
|---|---|---|
| Administrative Board Approval Date: | February 1, 2005 | |
| Contract Date: | February 3, 2005 | |
| Original Contract Amount: | $25,933,021.14 | |
| Total of Overruns/Changes (Approved to Date): | 598,030.53 | + 2.31% |
| Total of Extras/Adjustments (Approved to Date): | 1,538,661.99 | + 5.93% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| **THIS REQUEST** | **37,802.39** | **+ 0.15%** |
| **Revised Total** | $28,107,516.05 | + 8.39% |

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.24% over the original budget for an **Authorized to Date Amount** of $28,069,713.66.

Approval of this extra will place the authorized status of the contract 8.39% or $2,174,494.91 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

| Item Number | Contract Modification Number | Amount | SAB Date |
|---|---|---|---|
| 2005-147 | 6 r. 2 | $320,000.00 | 12/06/05 |
| 2006-027 | 10 r. 1 | $250,000.00 | 03/07/06 |
| 2006-118 | 17 r. 1 | $364,822.50 | 09/05/06 |

Contract Modification Number(s): 23 r. 1

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

**CM 23**

| | |
|---|---|
| Remove Slope Headers | $11,584.15 |
| Traffic Shift S-42 Paint | 4,049.16 |
| Force Account Weld Covers | 5,162.36 |
| Cutting Re-Bar S-36 | 469.28 |
| Force Account Ramp | 658.00 |
| Remove Toe Header Ramp A | 675.17 |
| Replacing Clay Tile With Stryo | 3,904.27 |
| Epoxy Injection Work S-49 | 11,300.00 |
| **Total** | **$37,802.39** |

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

The plans indicated that new single faced barrier would be installed under the bridges, but did not indicate that the existing slope paving headers had to be removed prior to installing the new barrier. The engineer directed the contractor to remove the slope paving header so the new barrier wall could be installed. The extra cost for Remove Slope Headers is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

In order to minimize disruptions to traffic, the engineer directed the contractor to shift traffic on the Grand River Avenue bridge. The engineer determined that shifting traffic over would cause less of a disruption to traffic than closing lanes down to complete the painting. The extra cost for Traffic Shift S-42 Paint is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Traffic control for the project included putting traffic onto the shoulders of I-96. The plans did not show that any work would be required on the electric handhole covers in the median. The engineer directed the contractor to weld a steel plate onto the handholes for two reasons: one to reinforce the cover so traffic would not break it and two to hold the covers down so traffic would not remove them. The extra cost for Force Account Weld Covers is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Due to the skew of the bridge at West Grand Boulevard and Tireman Avenue some of the number four reinforcement bars had to be cut to fit. The engineer directed the contractor to cut the reinforcement steel. The extra cost for Cutting Re-Bar S-36 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to open up the ramp from eastbound I-94 to eastbound I-96 to ease traffic for the All-Star game. The extra cost for Force Account Ramp is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The plans indicated that new single faced barrier would be installed under the Grand River bridge next to ramp A, but did not indicate that the existing slope paving or toe header had to be removed prior to installing the new barrier. The engineer directed the contractor to remove the toe header so the new barrier wall could be installed. The extra cost for Remove Toe Header Ramp A is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The plans indicated that the old clay tile under the sidewalk would be removed and filled in with concrete with the new sidewalk. To reduce the quantity of concrete and some of the additional weight on the bridge, the engineer directed the contractor to place Styrofoam in the location of the previous clay tile. There will be a reduction of concrete used on the project when the project is complete and the items are balanced to match the quantities placed. The extra cost for Extra Replacing Clay Tile with Styro is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to inject epoxy into some of the sound cracks on the Warren Avenue bridge. The bridge plans included the items hand chipping and hand patching to repair deteriorated concrete; since the cracks were sound, the engineer decided to use the epoxy to seal the cracks to prevent any further deterioration. The extra cost for Epoxy Injection Work S-49 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

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 December 18, 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, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%.
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
**Risk Assessment:** These items were required for the safe and timely completion of the project.
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
**Selection:** Low bid.
**New Project Identification:** This is an existing project already under contract.
**Zip Code:** 48612.

102. **Extra 2007 - 192**

| | | |
|---|---|---|
| Control Section/Job Number: | 82400-87286 | Local Agency Project |
| State Administrative Board - | This project exceeds the 6% Ad Board limit for reviewing extras. | |
| State Transportation Commission - | Does not meet criteria. | |
| Contractor: | Rauhorn Electric, Inc.<br>17171 23 Mile Road<br>Macomb Twp., MI 48042 | |
| Designed By: | Wade-Trim Associates, Inc.<br>Consulting Engineering Associates, Inc. | |
| Engineer's Estimate: | $2,347,254.25 | |

Description of Project:

Traffic signal modernization at 39 locations from Alexandrine Street to Selden Street in the City of Detroit, Wayne County.

| | | |
|---|---|---|
| Administrative Board Approval Date: | August 1, 2006 | |
| Contract Date: | August 17, 2006 | |
| Original Contract Amount: | $1,956,207.40 | |
| Total of Overruns/Changes (Approved to Date): | 0.00 | + 0.00% |
| Total of Extras/Adjustments (Approved to Date): | 0.00 | + 0.00% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| **THIS REQUEST** | **156,000.00** | **+ 7.97** |
| **Revised Total** | $2,112,207.40 | 7.97% |

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of $1,956,207.40.

Approval of this extra will place the authorized status of the contract 7.97% or $156,000.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

**CM 1**

| | | |
|---|---|---|
| Rem, Curb & Gutter Special | 1,738.000 Ft @ $9.45/Ft | $16,424.10 |
| Curb & Gutter Special | 1,738.000 Ft @ $18.00/Ft | 31,284.00 |
| Rem, Sidewalk Special | 1,334.000 Syd @ $14.18/Syd | 18,916.12 |
| Sidewalk, 4" Conc Special | 6,399.000 Sft @ $4.72/Sft | 30,203.28 |
| Sidewalk, 6" Conc Special | 2,750.000 Sft @ $5.35/Sft | 14,712.50 |
| ADA Ramp w/Detectable Warning Special | 2,850.000 Ft @ $15.60/Ft | 44,460.00 |
| **Total** | | **$156,000.00** |

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

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, 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 at various locations within the 39 intersections set up on the project. The prices for this work reflect cost increases since the project was let and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the cost includes the traffic control the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue. In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic, but could not work on weekends which had major downtown events. The extra cost for the above items was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

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 December 18, 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:** 48203, 48206, 48208, 48221, 48227, 48228, 48238.

103. **Extra 2007 - 193**

| | | |
|---|---|---|
| Control Section/Job Number: | 82400-87287 | Local Agency Project |
| State Administrative Board - | This project exceeds the 6% Ad Board limit for reviewing extras. | |
| State Transportation Commission - | Does not meet criteria. | |
| Contractor: | Rauhorn Electric, Inc.<br>17171 23 Mile Road<br>Macomb Twp., MI 48042 | |
| Designed By: | Wade-Trim Associates, Inc.<br>Consulting Engineering Associates, Inc. | |
| Engineer's Estimate: | $2,347,254.25 | |

Description of Project:

Traffic signal modernization at 50 locations from Buffalo Street to Junction Street in the City of Detroit, Wayne County.

| | | |
|---|---|---|
| Administrative Board Approval Date: | August 1, 2006 | |
| Contract Date: | August 17, 2006 | |
| Original Contract Amount: | $1,766,510.75 | |
| Total of Overruns/Changes (Approved to Date): | 0.00 | + 0.00% |
| Total of Extras/Adjustments (Approved to Date): | 0.00 | + 0.00% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| **THIS REQUEST** | **140,397.98** | **+ 7.95%** |
| **Revised Total** | $1,906,908.73 | 7.95% |

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of $1,766,510.75.

Approval of this extra will place the authorized status of the contract 7.95% or $140,397.98 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

**CM 1**

| | | |
|---|---|---|
| Rem, Curb & Gutter Special | 1,350.000 Ft @ $9.45/Ft | $12,757.50 |
| Curb & Gutter Conc Special | 1,350.000 Ft @ $18.00/Ft | 24,300.00 |
| Rem, Sidewalk Special | 1,245.000 Syd @ $14.18/Syd | 17,654.10 |
| Sidewalk, 4" Conc Special | 5,504.000 Sft @ $4.72/Sft | 25,978.88 |
| Sidewalk, 6" Conc Special | 2,850.000 Sft @ $5.35/Sft | 15,247.50 |
| ADA Ramp w/Detectable Warning Special | 2,850.000 Ft @ $15.60/Ft | 44,460.00 |
| **Total** | | **$140,397.98** |

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

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, 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 at various locations within the 50 intersections set up on the project. The costs for this work reflects price increases since the project was let and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the costs include the traffic control, the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue. In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic, but could not work on weekends which had major downtown events. The extra costs for the above items were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. These costs were deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

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 December 18, 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:** 48203, 48206, 48208, 48209, 48221, 48227, 48228, 48235, 48238.

104. **Extra 2007 - 194**

| | | |
|---|---|---|
| Control Section/Job Number: | 82400-87288 | Local Agency Project |
| State Administrative Board - | This project exceeds the 6% Ad Board limit for reviewing extras. | |
| State Transportation Commission - | Does not meet criteria. | |
| Contractor: | Rauhorn Electric, Inc.<br>17171 23 Mile Road<br>Macomb Twp., MI 48042 | |
| Designed By: | Parsons Brinkerhoff Michigan, Inc.<br>Tucker, Young, Jackson, Tull, Inc. | |
| Engineer's Estimate: | $1,651,409.09 | |

Description of Project:

Signal modernization citywide at 46 locations from Clairmont Street to LaSalle Road in the City of Detroit, Wayne County.

| | | |
|---|---|---|
| Administrative Board Approval Date: | September 5, 2006 | |
| Contract Date: | September 12, 2006 | |
| Original Contract Amount: | $1,572,650.96 | |
| Total of Overruns/Changes (Approved to Date): | 0.00 | + 0.00% |
| Total of Extras/Adjustments (Approved to Date): | 0.00 | + 0.00% |
| Total of Negative Adjustments (Approved to Date): | 0.00 | + 0.00% |
| **THIS REQUEST** | **109,199.28** | **+ 6.94%** |
| **Revised Total** | $1,681,850.24 | 6.94% |

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of $1,572,650.96.

Approval of this extra will place the authorized status of the contract 6.94% or $109,199.28 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

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

**CM 1**

| | | |
|---|---|---|
| Rem, Curb & Gutter Special | 1,070.000 Ft @ $9.45/Ft | $10,111.50 |
| Curb & Gutter Special | 1,070.000 Ft @ $15.75/Ft | 16,852.50 |
| Rem, Sidewalk Special | 932.000 Syd @ $14.18/Syd | 13,215.76 |
| Sidewalk, 4" Conc Special | 3,541.000 Sft @ $4.72/Sft | 16,713.52 |
| Sidewalk, 6" Conc Special | 2,000.000 Sft @ $5.35/Sft | 10,700.00 |
| ADA Ramp w/Detectable Warning Special | 2,840.000 Ft @ $14.65/Ft | 41,606.00 |
| **Total** | | **$109,199.28** |

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

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, 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 at various locations within the 46 intersections set up on the project. The prices for this work reflects cost increases since the project was let and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the costs include the traffic control, the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue. In addition, the contractor was required to complete the work on weekends, to avoid weekday pedestrian traffic, and could not work on the weekends which had major downtown events. The extra costs for the above items 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 Prices and the work required.

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 December 18, 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:** 48201, 48203, 48204, 48206, 48208, 48209, 48221, 48223, 48227, 48228, 48235, 48238.

105. **Extra 2007 - 195**

| | | |
|---|---|---|
| Control Section/Job Number: | 41544-74901 | Local Agency Project |
| State Administrative Board - | This project exceeds the 6% limit for reviewing extras. | |
| State Transportation Commission - | Does not meet criteria. | |
| Contractor: | Schippers Excavating, Inc.<br>9829 Lake Michigan Drive<br>West Olive, MI 49460 | |
| Designed By: | Moore & Bruggink, Inc. | |
| Engineer's Estimate: | $1,589,136.00 | |

Description of Project:

0.70 miles of realignment and reconstruction including concrete curb and gutter, hot mix asphalt paving, traffic signal improvements, drainage improvements, concrete sidewalk, and pavement markings on Rivertown Parkway and 44th Street at the Ivanrest Avenue intersection in the City of Grandville, Kent County.

| | | |
|---|---|---|
| Administrative Board Approval Date: | February 20, 2007 | |
| Contract Date: | March 20, 2007 | |
| Original Contract Amount: | $1,567,566.75 | |
| Total of Overruns/Changes (Approved to Date): | (39,143.46) | - 2.50% |
| Total of Extras/Adjustments (Approved to Date): | 87,637.50 | + 5.59% |
| Total of Negative Adjustments (Approved to Date): | (2,900.00) | - 0.19% |
| **THIS REQUEST** | **51,073.08** | **+ 3.26%** |
| **Revised Total** | $1,664,233.87 | + 6.16% |

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.90% over the original budget for an **Authorized to Date Amount** of $1,613,160.79.

Approval of this extra will place the authorized status of the contract 6.16% or $96,667.12 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4, 6

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

**CM 4**

| | |
|---|---|
| Driveway, Nonreinf Conc, 8" Adjustment | $2,145.52 |
| Curb and Gutter Conc Det B2 Modified Tip Out – Adjustment | 204.00 |
| Curb and Gutter, Conc Det F4 Modified – Adjustment | 14,109.23 |
| Curb and Gutter, Conc Det F4 Modified Tip Out – Adjustment | 3,677.31 |
| Driveway Opening, Conc, Det M, Modified Adjustment | 1,150.90 |
| Sidewalk, Conc, 4 inch – Adjustment | 5,512.60 |
| Sidewalk, Conc, 8 inch – Adjustment | 540.60 |
| **Total** | **$27,340.16** |

**CM 6**

| | | |
|---|---|---|
| Excavation Special | 230.000 Cyd @ $8.75/Cyd | $2,012.50 |
| Tracer Wire for Fiber Optic | 440.000 Ft @ $1.55/Ft | 682.00 |
| Exploratory Trenching | 1.500 Hr @ $120.00/Hr | 180.00 |
| Dr Structure Cover, Adj. Case 1 | 3.000 Ea @ $450.00/Ea | 1,350.00 |
| Mast Arm Std Fdn, Cased | 2.500 Ft @ $385.00/Ft | 962.50 |
| Light Pole Base Removal | 3.000 Ea @ $350.00/Ea | 1,050.00 |
| Spillway Downspout, Conc. | 2.000 Ea @ $900.00/Ea | 1,800.00 |
| Damaged High Intensity Drum Lights | 34.000 Ea @ $15.00/Ea | 510.00 |
| Water Main, 6", Ductile Iron | 40.000 Ft @ $40.00/Ft | 1,600.00 |
| 6", Water Main Cap | 1.000 Ea @ $180.00/Ea | 180.00 |
| 6" Water Main Sleeve | 1.000 Ea @ $300.00/Ea | 300.00 |
| Cold Milling HMA Surface | 10,239.000 Syd @ $1.28/Syd | 13,105.92 |
| **Total** | | **$23,732.92** |

| | |
|---|---|
| **Grand Total** | **$51,073.08** |

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

**CM 4**

Prior to the start of the project, one of the prime contractor's selected subcontractors lost their prequalification to work on MDOT projects. Since this happened after the subcontractor had a contract with the prime contractor, the prime contractor was entitled to an adjustment in the subcontractor's items. The prime contractor submitted documentation indicating that they could not find another subcontractor to complete the work at the bid prices and, therefore, are entitled to the adjustment. This information has been reviewed by the engineer and they determined the prime contractor did put forth a good effort to locate a replacement subcontractor. The extra costs for Driveway, Nonreinf Conc, 8" Adjustment; Curb and Gutter Conc Det B2 Modified Tip Out-Adjustment; Curb and Gutter, Conc Det F4 Modified-Adjustment; Curb and Gutter, Conc Det F4 Modified Tip Out-Adjustment; Driveway Opening, Conc, Det M, Modified Adjustment; Sidewalk, Conc, 4 inch-Adjustment and Sidewalk, Conc, 8 inch-Adjustment were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and are reasonable when compared to similar items in MDOT's Average Unit Price Index.

**CM 6**

An area on the project contained some asphalt, concrete, and other miscellaneous debris that needed to be removed to complete the work. The engineer directed the contractor to remove the items. Excavation Special was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for this item was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the time, equipment, and materials needed to complete the work.

The City of Grand Rapids requested that the fiber optic cable installed on the project also include a tracer wire. This was inadvertently left off the plans. The engineer directed the contractor to supply and install the tracer wire. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for Tracer Wire for Fiber Optic was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the time, equipment, and materials needed to complete the work.

An area on eastbound 44th Street had utilities that were unknown prior to the start of the project. The engineer directed the contractor to perform some exploratory trenching to determine the exact location of the utilities in order to avoid conflicts. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for Exploratory Trenching was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the time, equipment, and materials needed to complete the work.

The project was not originally set up to have the drainage structures adjusted. The engineer determined that, in order to meet the proposed cross section, some of the drainage structures would need to be adjusted. The engineer directed the contractor to adjust the drainage structures. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for Dr Structure Cover, Adj, Case 1 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index.

When the soil borings were completed for the project, groundwater was not encountered and, therefore, cased foundations were not set up for the mast arms. On several of the foundations, groundwater was encountered and the engineer directed the contractor to use a casing to protect the excavation from collapsing due to the groundwater. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra cost for Mast Arm Std Fdn, Cased was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to the time, equipment, and materials needed to complete the work.

Three existing light poles had to be removed because they conflicted with the proposed work. The removal of the light poles was completed by Consumers Energy but they did not remove the bases. The engineer directed the contractor to remove the three bases. The extra cost for Light Pole Base Removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index.

Due to utility conflicts the catch basins could not be located in the curb line, as noted on the plans. The engineer directed the contractor to place them behind the curb and add a spillway to carry the water to them. The extra cost for Spillway Downspout, Conc was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of $15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed $15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged High Intensity Drum Lights, will reimburse the contractor for damaged lights at the maximum rate of $15 per light, as the traffic control device unit cost was over $15.

The City of Grandville requested that a six inch water main be extended for future use. The engineer directed the contractor to extend the water main. This item is 100 percent funded by the City of Grandville. The extra costs for Watermain, 6 inch Ductile Iron; 6" Watermain Cap and 6" Watermain Sleeve were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and are reasonable when compared to similar items in MDOT's Average Unit Price Index.

The project was set up as a reconstruction for an intersection, including adding turn lanes. The existing mainline area, when designed, appeared to be in good condition and would remain in place. After construction started and the existing pavement was further inspected, it was determined that the existing pavement was rutted and needed to be milled off and repaved. The engineer directed the contractor to cold mill the existing surface and overlay it with new hot mix asphalt. The extra cost for Cold Milling HMA Surface was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to 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 December 18, 2007, meeting.

**Criticality:** These extras were 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 received 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, 78.62%; City of Grandville, 21.38%, unless otherwise noted.
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids were 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:** 49418.

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

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

Respectfully submitted,

Kirk T. Steudle
Director

**SUPPLEMENTAL AGENDA**

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE
STATE ADMINISTRATIVE BOARD

T&NR Meeting: December 12, 2007 – Lake Erie Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 18, 2007 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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

## CONTRACTS

1. *HIGHWAYS - Design Services

Contract (2007-0783) between MDOT and DLZ Michigan, Inc., will provide for design services to be performed for the reconstruction of US-12 (Michigan Avenue) from Livernois Avenue to 28th Street in the city of Detroit, Wayne County (CS 82062 - JN 80905C). The work items include the conduct of design surveys; the preparation of base plans, right-of-way plans, traffic control plans, and permanent pavement marking plans; the conduct of a drainage study; and the preparation of municipal utility plans and freeway and non-freeway signing plans. The project length is 0.937 miles. The contract will be in effect from the date of award through February 28, 2012. The contract amount will be $1,098,914.14. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This project will provide for the reconstruction of roadway that is in need of rehabilitation. The existing roadway is distressed and could continue to erode if the services are not performed, which would pose a safety risk. The rehabilitation will include necessary safety updates to traffic control and roadway geometrics. As a result, this contract cannot be deferred until a later State Administrative Board agenda.
**Purpose/Business Case:** To provide for the reconstruction of existing roadway, including the replacement of driveways, drainage structures, and traffic signals and the maintenance of traffic, along US-12 (Michigan Avenue) from Livernois Avenue to 28th Street in the city of Detroit, Wayne County. The project length is 0.937 miles.
**Benefit:** Will improve the pavement ride and the condition and safety of the expressway. This project 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 contract is not approved, alternate repairs and additional maintenance could be necessary, which would result in traffic disruptions, increased costs, and user delays.
**Cost Reduction:** Cost 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 services.
**Selection:** Qualifications-based.
**New Project Identification:** This is a rehabilitation project.
**Zip Code:** 48075.

2. *HIGHWAYS - Design Services

Contract (2007-0805) between MDOT and Alfred Benesch & Company will provide for design services to be performed for the reconstruction of M-39 (Southfield Highway) from Porter to I-94 in the cities of Allen Park and Lincoln Park, Wayne County (CS 82192- JN 76897C). The work items include the performance of design surveys; the preparation of required plans, typical cross sections, details, and specifications required for design and construction; the verification of plan quantities; and the preparation of staging plans and provisions for maintaining traffic during construction. The project length is 1.77 miles. The contract will be in effect from the date of award through December 31, 2009. The contract amount will be $1,385,059.28. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This project will provide for design services to be performed for the reconstruction of M-39 (Southfield Highway) from Porter to I-94 in the cities of Allen Park and Lincoln Park, Wayne County. The pavement is expected to be in critical condition by 2010 after facilitating a major detour for the freeway closure of I-75 that will allow for regional mobility. The design for this reconstruction will need to meet the schedule to address the criticality of the anticipated pavement conditions. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the design of road work for the M-39 reconstruction project. The project limits are from Porter to Pinecrest, which is a major link between I-75 and I-94. The project length is 1.77 miles, and the existing pavement is in poor condition. The roadway is an eight-lane principal urban arterial roadway with limited underclearance under a railroad structure.

**Benefit:** Will improve pavement conditions and roadway safety by upgrading underclearance, storage, and geometrics at crossovers. This project will also reduce 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:** Reconstruction is the preferred repair for this roadway, based on the current conditions. The additional geometric improvements are required to make the necessary safety upgrades. If this work is not approved and performed, alternate repairs and additional maintenance will be required. Over a 20-year period, the costs of performing alternate repairs and additional maintenance would be greater than the costs of reconstructing the roadway, and the risk of accidents would be greater.

**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 services.

**Selection:** Qualifications-based.

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

**Zip Code:** 48101, 48146.

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

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

Respectfully submitted,

Kirk T. Steudle
Director

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Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of December 12, 2007. After review of the forgoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held December 12, 2007, be approved and adopted with Item 89 of the regular Transportation agenda withdrawn at the State Administrative Board meeting on December 18, 2007. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

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

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| SECRETARY | CHAIRPERSON |